Achieving Smart Growth *in New Hampshire*

Who Sprawls Most? Spreading Out More Than Growing

A recent Brookings Institution study* on sprawl in U.S. metropolitan areas found that nearly all metro areas are urbanizing land at a much faster rate than their populations are growing. The surprise is that the trend of metropolitan areas becoming less dense - of spreading out more than growing - was most pronounced in the Northeast and Midwest, rather than the faster-growing population areas of the South and West. "Contrary to conventional wisdom, the West is home to some of the densest metropolitan areas in the nation," the report concludes. "By contrast, the Northeast and Midwest are in some ways the nation's biggest sprawl problems because their metropolitan areas added few new residents, but consumed large amounts of land." The authors found part of the explanation for higher rates of land consumption in the Northeast in "fragmented local governments," highlighting the need for municipalities to work together to address sprawl-related issues of development, transportation, sewer and water services, etc. The Brookings study found that there is no single problem of sprawl in the country, and therefore no single solution. "Rather," the report recommended, "the problems associated with metropolitan growth throughout the nation are characterized by regional differences and policy responses should be different as well."

METRO AREA CHANGE 1982-1997

	Population	Urbanized Land	Density
Manchester - Nashua	+27.9%	+69.5%	-24.6%
Portsmouth - Dover - Rochester	+31.6%	+76.5%	-25.4%

** Who Sprawls Most? How Growth Patterns Differ across the U.S., Brookings Institution, July 2001*

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New Hampshire is growing. It has been gaining population for over 40 years, doubling from 600,000 people in 1960, to 1.2 million in 2000. All expectations are for New Hampshire to continue to grow at the current rate of about 15,000 people a year, making it the fastest growing state in New England. This brings vitality to our state - new people, new ideas, new energy. But changes are also happening to our traditional landscape of fields, forests, and open spaces, while we see businesses and other activities leaving downtown areas. This pattern is visible even in areas of the state without population growth. Encouraging growth and development, while preserving the character and resources of our communities and state are key issues for our future. Our challenge is to educate ourselves on these complex issues and to work together so that our communities reap the benefits of growth and change, while minimizing the negative impacts.

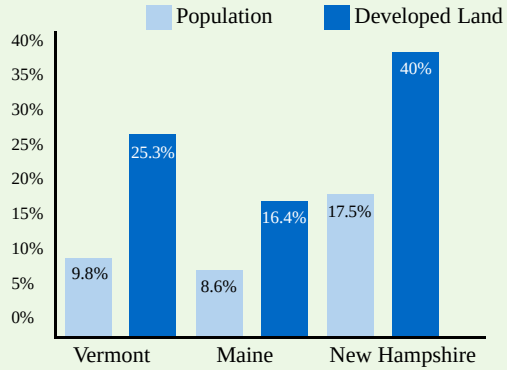
What Is Happening to New Hampshire?

In each of the last 10 years, more than 15,000 people were added to New Hampshire's population. That's like adding a new community the size of Hampton or Laconia every year. New Hampshire's growth rate of 1.9 percent from April 1, 2000 to July 1, 2001 tied with California's as eighth fastest in the nation. Despite its many benefits, growth also brings less welcome changes to our communities, such as the conversion of agricultural and forest lands to more intensive uses. A closer look reveals that it is not so much growth itself, but rather the nature, location, and manner of our current growth - and how it affects our lives - that can be detrimental to our towns and state as a whole.

In too many cases rapid growth - and some well-intentioned regulations put in place to manage growth - have reduced choices for how and where people live, and consumed open land at a wasteful rate. Master plans, whether for cities, towns, or villages, prize the traditional character of New Hampshire communities. Yet most of our zoning ordinances prohibit traditional patterns of development. This Report was created to provide citizens with tools and information to encourage future development that is more in tune with community values, history, and vision.

In the last two or three decades development in New Hampshire has had twice the impact on its landscape as population growth numbers would indicate. Land has been consumed at nearly twice the rate of increase in population - a 10 percent increase in population has yielded a 20 percent increase in developed land. (See sidebar, Changing Development Patterns). Development has spread outward from traditional population centers, converting fields and forests into strip malls and subdivisions, and changing the patterns of where people live, work, and shop. Expansion of developed land at a rate exceeding population growth is the simplest definition of sprawl. While most people think of the rapid

Rates of Growth in Population Vs. Developed Land, 1982-1992



Source: Vermont Forum on Sprawl

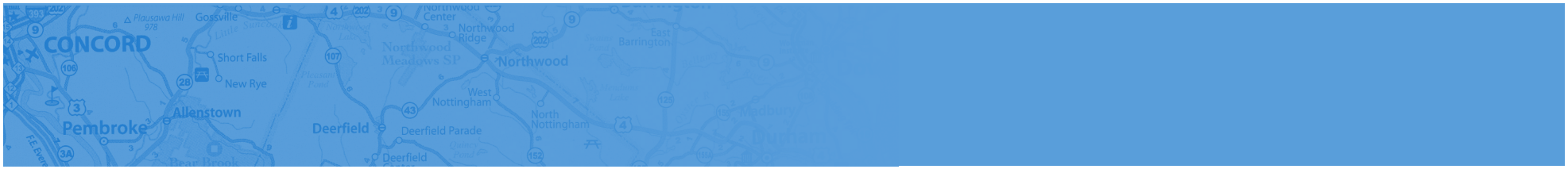
RESOURCE ALERT!

Development is consuming land much faster than the rate of population growth.

A Rockingham Planning Commission analysis of land-use trends found per capita land consumption tripled from the 1950s to 1990s.

Acres of used land of all types per person:

1950s	0.45 acre/person
1990s	1.6 acre/person



population growth in the Sunbelt states of the South and West when they think of sprawl, a Brookings Institution national study found the worst sprawl - defined as land area used per unit of population growth - in the older settled areas of the Northeast and Midwest. (See inside cover, Who Sprawls Most? Spreading Out More Than Growing)

The Many Costs of Sprawl

Sprawl results in multiple costs to society - costs in environmental degradation, costs in quality of life, and costs in human health. The costs of sprawl include higher per capita expenditures for municipal services and lost or stranded investment when school and municipal facilities are relocated to more distant sites - all resulting in higher taxes. The costs of sprawl include loss of green space and traditional land uses of forestry and agriculture, as well as the undermining of existing town and city centers. With only seven percent of its landmass in farmland, New Hampshire lost 18 percent of its farmland from 1982-1997, primarily to development - an average of 1,553 acres a year. The costs associated with sprawl development patterns include increased dependence on the automobile, increased commuting distances and times, and the resulting increases in traffic and pollution. The costs include erosion of New Hampshire's small town and rural character. Unmanaged, this type of growth can threaten the very qualities that make New Hampshire a great place to live.

Jason Hoch, sprawl refugee finds happiness in downtown Littleton

Jason Hoch couldn't go back to suburban Philadelphia where he grew up after discovering New England as a student at Williams College in Williamstown, MA. "I tell my parents, 'I love you dearly, but I can't handle the sprawl,'" says Hoch, 29. "There has got to be a better way!" Hoch is doing more than just complaining about sprawl. He first came to Littleton five years ago, as the director of the town's Main Street program.

"I was looking for a traditional New England town where I could develop a strong sense of community," he says of his decision to adopt Littleton as his hometown. "And I liked the proximity of the mountains." Now the assistant town manager, Hoch says he sees familiar faces wherever he goes, and has been able "to establish deep roots in this community faster than I ever imagined - that's what I love best." Hoch lives in an apartment on the third floor of a commercial building on Main Street. "The 'World's Longest Candy Counter' is two floors below me," Hoch brags. Living alone with his cat for company, he has the whole floor of the building - a four-bedroom apartment. He has turned one room into a library lined with books. "My friends come up from the city and cry when they see my apartment," Hoch reports. Those city friends are even more envious when they hear how affordable it is.

Hoch loves living downtown. "I have a three-minute walking commute to the office," he notes. "I only take my car out about once a week. If I need something quickly from a store, I just run out and get it. I don't waste any time getting into the car, driving, and parking." A while back friends asked Hoch to housesit for a month. It was a nice house outside of town, but he says it made him realize how much time, money, and hassle is involved in driving every time he needed to go somewhere.

Long-term, Hoch sees himself settling down in a small town, not right on Main Street, but within walking distance of downtown. Life in a vibrant urban neighborhood also holds appeal for him. Hoch wishes more young people would consider small town life. "The opportunities in a small town are tremendous," he says with enthusiasm, and the technology of the Internet age has reduced some of the old disadvantages of more small-town or rural locations. Hoch appreciates the opportunities he has had to take on responsibility and develop leadership skills. "At 26, I was president of the local affordable housing non-profit," he notes. "In the suburbs, I'd still be in a cubicle!"

The December 1999 Report to Governor Shaheen on Sprawl, by the Office of State Planning, described the mushrooming effects of sprawl on New Hampshire.

Sprawling growth moves away from our town centers, leaving downtowns struggling. It spreads residential development across the rural landscape on large lots, eliminating the farms and woodlots of the working landscape - the pieces that are the very essence of rural character. The resulting pattern of development leaves islands of single uses widely spread apart from each other. In many areas the automobile becomes the only logical way of reaching these distant districts. Instead of the traditional mixed use patterns of development, where at least some residential development was directly accessible to downtowns that provided a variety of commercial, industrial, and institutional activities, we have residential subdivisions and office parks far outside of downtown. Instead of small-scale retail centers, we have stores and retail complexes hundreds of thousands of square feet in size, surrounded by acres of parking. In doing so, we are losing any traditional, distinctive New Hampshire character.

In short, much recent development in New Hampshire is not consistent with the visions and goals evoked in the master plans of our cities, towns, and villages. The over-riding goal for smaller communities is preserving rural character. For our larger communities, mostly cities and towns that sprung up around river-powered manufacturing sites, the dominant theme is revitalizing and strengthening the downtown.

In community after community, the master plans, zoning ordinances, and development regulations intended to guide growth have failed to achieve their desired goals. Local residents are increasingly concerned about the detrimental effects of sprawl. Planning board members themselves remark with frustration on the lack of effectiveness of local regulations. Builders complain about unproductive constraints that raise housing costs and force them to build sprawl-type projects. People blame developers for development that is unattractive or inefficient, that does not respond to community design goals, or to master plan goals for diverse and affordable housing. Developers are following community mandates. Communities tell developers what kinds of development they want not only through their master plans, but more specifically through their ordinances and regulations.

However, citizens can ask for smarter development. Only through a focused effort of broad community participation can a town or city evaluate its planning tools and regulations, and make the changes needed to ensure that continuing growth provides more choices, and does not destroy the qualities and features that citizens most value in their community.

Changing Development Patterns - Think Scoops of Ice Cream

"Think of our cities as stacks of ice cream," suggests former Director of State Planning Jeff Taylor. "In 1960, half of our population was in 12 large, firm piles. Now think of a hot July day, and watch what happens to those piles - that's what has been happening across New Hampshire. It now takes nearly two-dozen communities to capture 50% of our population. Like the rest of the nation, our central cities have been losing their dominant role - and our growth has gone to the surrounding countryside."

Half the population of New Hampshire in 1960 was concentrated in its 12 largest cities. Not only has our state doubled in population since then, but development patterns changed dramatically. Now half of the state's population is dispersed over the 23 largest cities and towns. In 1960, 71% of people in the state lived in the 40 largest of New Hampshire's 234 communities. By 2000 the 40 largest communities were home to only 62% of residents.

A study of growth and development in 10 representative communities from around New Hampshire (Managing Growth in New Hampshire: Changes and Challenges, NH Office of State Planning, December 2000) found population increases averaged 71% from 1974 to 1992. All 10 towns had converted land to development at a significantly faster rate - averaging 137.2% - than the rate of population growth. This trend of consuming land at nearly twice the rate of population growth held true even for the slowest-growing study community, Keene, which grew 9.7% in population, but increased developed acreage by 15.9%.

Southern tier towns like Derry have experienced the most dramatic shifts in development patterns. Ranked 17th with fewer than 7,000 residents in 1960, Derry has nearly quintupled in population to become the fourth-largest community in the state by 2000, with more than 34,000 people. Meanwhile, many North Country cities and towns saw little or no growth over the last four decades. The City of Berlin was the state's sixth-largest city in 1960, with 17,821 residents. Forty years later, Berlin had lost 42% of its population, and fallen in rank to 28th largest community. But even communities experiencing little or no growth are experiencing the impacts of sprawl.

Dave and Tricia Juvet, a professional couple - lack of housing choices

"You can't have a vibrant downtown unless you have people living there!"

"It just seemed curious to me," comments Dave Juvet, 43, vice president of the New Hampshire Business and Industry Association, (BIA) "that almost anywhere you go in cities in New England, they don't have downtown housing for moderate to upper-middle incomes." But that is the type of housing that Juvet and his wife, a professional couple with no children, would prefer. He finds New Hampshire towns and cities severely lacking in "all sorts of choices in housing." For Juvet, lack of housing choices is both a personal and professional issue. "The BIA thinks workforce housing is an important issue for the state," notes Juvet who works on tax policy and econonomic development issues for the BIA.

Juvet liked the garden-home communities he found in Scottsdale, Arizona, with 100-200 dwellings around common areas. "Not everyone wants to get into mowing lawns and doing yard work," observes Juvet. Many young families, professional couples, and older people might prefer alternatives to the large-lot, single-family home, he argues. "There is a segment that wants a more 'rural' lifestyle," Juvet comments, "and that's fine. What bothers me is the lack of choice for others." The Juvets gave up and bought a house with a lawn in Merrimack, a 45-minute commute from both his and his wife's offices in Concord. "It's very stressful," he says of their commute, "and it also has environmental impacts."

Lack of housing choices not only thwarts families from achieving their goals, it also stymies the master plan goals of towns and cities. "I love vibrant downtowns," Juvet says. "But you can't have vibrant downtowns unless you have people living there!"

What is Smart Growth for New Hampshire?

Smart growth does not mean no growth. It's about increasing choices - opportunities to meet community and regional needs for housing, employment, goods and services, and quality of life through more efficient, creative development. Smart growth is about conserving and making the best use of our vital natural and cultural resources. It is about enhancing the choices and opportunities for present and future generations of Granite State residents. Smart growth does not demand a particular solution, but rather an approach that considers and appreciates the essential qualities and features of a community as it moves forward.

As New Hampshire continues to grow, awareness is growing of the need to do something different. The master plans, zoning ordinances, and development regulations devised by communities to guide growth have not yielded the desired results.

Growing smarter is to develop in a manner that strengthens communities and preserves the working landscape. Smart growth is a practical approach that brings people together to affirm and build on the values that define the character of a community or region. It has worked in other areas, and a growing number of cities and towns are finding it can work in New Hampshire, too. Successful smart growth will yield:

Sense of Place

At a time when much of our country is blurring into homogenized sameness, New Hampshire can capitalize on its distinctive natural and built heritage. Smart growth can help to retain the natural and human-made places that connect us to our history and give each New Hampshire community its character. Taking the time to plan what values and places we want to retain, where we want growth to occur, and what it should look like, has the potential to give all of us even greater pride in our communities. We can retain the distinctive character of our New Hampshire communities if we provide for development that protects and is compatible with the special places and values of each town.

Sense of Community

Smart growth will strengthen communities. The principles of smart growth draw on the willingness of people to volunteer, to get involved and take responsibility for which New Hampshire is famous. Smart growth requires members of a community to work together to make it a better place to live, work, and raise a family. People will consider the physical and social factors that shape the ways members of the community interact - how and where people gather, shop, vote, work, learn, celebrate, and play.

Sense of Economy

The way a community shapes public policy, and how its members participate in decision-making, will direct smart

growth in each community. Smart growth does not require spending more, but spending in a manner that links sound investment with sound policy. Smart growth seeks efficient use of resources. Smart growth will express the aspirations for the community, and the values of residents and taxpayers.

Finding a Place for People

How can we grow, and still maintain our traditional communities and landscapes? How can we absorb and gain from continuing growth in our state, while maintaining the character and quality of life that make New Hampshire such a desirable place to live, work, and visit? New Hampshire is such a great place to raise a family or start a business because of the state's strong communities and ethic of civic responsibility, developed over generations in this place of scenic beauty and natural resource wealth.

In reaction to the loss of community character and scenic landscape to cookie-cutter commercial strip development and look-alike subdivisions, many residents vociferously oppose new development in their neighborhoods and towns. In the wake of rapid growth, many people experience a sense of loss, and resist further change. Growth and change may be welcomed for the positive economic opportunities they afford, but feared for the loss of control and loss of the traditional character - built and natural - of our communities and state.

Understandable reactions of fear have driven many well-intentioned efforts to regulate growth. But all too often the resulting regulations have proven to be blueprints for sprawl. In his book, Home from Nowhere: Remaking Our Everyday World for the 21st Century, James Howard Kunstler argues that the existing consensus of fear that has shaped our zoning and development regulations is not good enough. "We need a consensus of hope," he proposes.

While our master plans sing the praises of the traditional character of our communities, most of our zoning ordinances prohibit traditional patterns of development. The trademark New Hampshire development patterns - compact, denser settlement in town or village centers with more rural areas of farms, forests, and less densely built homes and businesses in surrounding environs - were established long before the invention of zoning. Downtowns and village centers were typically a mix of land uses, including community institutions and public buildings, a variety of businesses, and diverse types of residences.

Bill Bartlett, Pease Development Authority chairman and long-time resident of Kingston:

"Make an attractive community and people will come."

Bill Bartlett's love of New Hampshire is about opportunity and roots. "People want to progress in this world. And you want your kids to have jobs and stay in New Hampshire," observes Bartlett, who has lived in Kingston more than 50 years. Having raised his family here, he is pleased that three of his four children were able to build homes and put down their own roots in Kingston. The fourth lives in Manchester. It distresses him to see many young people leaving their family and community ties because they cannot afford to live in the towns where they grew up. Opportunity for younger generations who choose to stay in the community and participate in community institutions and activities is part of the traditional social fabric of New Hampshire cities and towns.

That fabric of local roots and commitment to community is at risk throughout New Hampshire for two very different reasons, Bartlett observes, depending on where you live. In the southern and central areas that have benefited from a strong economy in recent years, the challenge is providing homes for people of all income groups. For other regions, particularly the North Country, the challenge is providing economic and social opportunity. "Up north, you can bring up your kids and educate them, and then never see them again," due to lack of opportunity, Bartlett notes. "We need to look at the transportation corridor all the way to Colebrook."

Bartlett does not see economic growth and quality of life as mutually exclusive. "Make an attractive community, and people will come," he counsels. Bartlett makes three key points about how to accomplish that goal:

- Community government must function well, be hospitable to business, and understand the need to work with neighboring towns.
- Provide an arrangement for entrepreneurs to buy and fix up run-down buildings in town, with a three- to four-year grace period from tax increases.
- Communities need to "get developers to use aesthetic guidelines and build homes of architectural variety," says Bartlett, who earlier in his career was himself a residential developer.

Why Smart Growth for New Hampshire?

Better models for development and growth are at hand, and we can use them. In fact, more and more New Hampshire communities and developers are using them. But the sprawling development seen in town after town in our state suggests that in too many cases, local development regulations are not effectively implementing the visions and goals found in communities' master plans. The state has made smart growth legislation (RSA 9-A and 9-B) part of state policy on economic growth, resource protection, and planning.

This Report offers help for citizens and planners who want to retain and enhance the best qualities and traditional character of their communities, while ensuring opportunities and choices for current and future generations. ***The Futures and Options*** section explains the urgent need for taking a new look at how we plan and regulate growth and development in New Hampshire towns and cities. This section also contains brief profiles of New Hampshire people expressing some of their thoughts on community, housing choices, and work and business opportunities.

Principles of Smart Growth for New Hampshire are outlined in ***Smart Growth Is Here***, a section providing photographs and information on developments and community projects that illustrate one or more of the Principles. Most of the examples are from New Hampshire communities, with a few from neighboring states. Examples are organized by principle of smart growth, and each principle section begins with a case study. The case studies provide more detailed explanations of how communities from around the state have planned and carried out their own smart growth initiatives. Local planners and interested citizens can use the ***Smart Growth Is Here*** section as an armchair travel guide to learn how communities, developers, planners, residents, and businesses are working together for more positive community outcomes and increased choices and opportunities for New Hampshire residents and visitors. Better still, take a driving tour to see how these successful examples work, fit into their respective land-

Christine and Aaron Stuart, A young couple getting started with an in-town duplex and a home occupation

Aaron and Christine Stuart can't imagine why some communities want to prohibit duplexes or apartments - or home occupations. Christine and Aaron Stuart met at the University of New Hampshire. Christine, now 28, grew up in Stratham, and Aaron, 29, had lived in Greenfield and in Massachusetts. The couple married after graduating from college and, seeking a change of scene, spent some time in San Diego. But the Stuarts quickly discovered that the traffic, sprawl, and personality of the people in Southern California were not for them. "We realized we wanted to stay in New England - in New Hampshire," explains Christine. They now own their own home in Exeter, the next town to Stratham where her family still resides, and the town where she attended junior and senior high school.

The couple first rented an apartment on the same street in the heart of Exeter where they now own a duplex. "We wanted to buy instead of renting," stresses Christine. She teaches violin, and Aaron is a recreational therapist working with troubled adolescents at Hampstead Hospital. Finding a house they could afford was a major challenge. In 2001 they bought their duplex and began fixing it up. They live in the one-bedroom downstairs apartment and rent out the two-bedroom upstairs apartment. They finished the second-story over the detached garage to provide a studio for Christine. In this quiet setting, she meets with her young violin students for private lessons. Christine says the relationships she has developed with her students and their families have already connected her more closely to the community and region.

"We couldn't have bought a house without the rental income," Christine says of their duplex purchase. They would like someday to build a home in a more rural setting. But for now, they are grateful to be able to own their own home and invest their sweat equity, and they enjoy being able to walk to their favorite sushi restaurant downtown. For the future, Aaron figures he can make some modifications to the larger upstairs apartment to accommodate their needs when they are ready to start a family.

scapes, and provide hospitable neighborhoods, town centers, and green spaces.

Most of the ***Smart Growth Is Here*** case studies, and many of the examples, promote more than one principle of smart growth. Meredith has focused on redevelopment of its downtown since the 1982 master plan. With the cooperation of a number of businesses, this effort has paid off with an inviting, pedestrian-friendly lakefront downtown that has become a popular tourist destination. The welcoming, human scale of Keene's redevelopment projects has maintained the traditional architectural design of its vibrant, walkable downtown that is an attractive cultural and commercial center for the Monadnock Region. Riverside Farm Estates, an open space-conserving development in Newmarket, combines 45 single and duplex residential units with 40 acres of protected working farmland and 45 acres of protected woodland and trails along the Lamprey River.

Three Towns Look at Smart Growth Options is the third section of this Report for New Hampshire. Three of the many communities that will be affected by growth in the near future - Chester, Derry, and Pembroke - were selected to participate in a community self-study, to determine if a disconnect between community vision and the regulatory tools used to guide development is indeed contributing to sprawl. Planning consultants and representatives from the NH Office of State Planning, NH Department of Transportation, NH Department of Environmental Services, and the U.S. Environmental Protection Agency, worked closely with community leaders and residents in the three towns. The first step was to review and assess each town's history and growth patterns, and projections for future growth.

Community meetings were held to identify visions and specific goals for each community. Then the planning consultants compared each town's master plan, zoning ordinances, and development regulations with the community's expressed visions and goals.

When the pilot communities compared their visions to their existing policy and regulations, they discovered an apparent disconnect between their goals and the implementation tools they were using. Many communities in the state have established local policies and regulations that create obstacles to their own desired outcomes as outlined in their master plans. The three pilot communities considered alternatives, and their likely effectiveness. ***Three Towns Look at Smart Growth Options*** includes a summary of the situations and recommendations for the three towns, and lessons for any community concerned about its development patterns and future character.

The Human and Environmental Health Costs of Sprawl

Sprawl is characterized by increasing amounts of developed land per person, scattered, low-density development, and the loss and fragmentation of open space. Sprawl and other poor development practices impose significant negative impacts on air and water quality, reduce the quantity and quality of wildlife habitat, and limit recreational opportunities for area residents. Six of the top 10 environmental risks ranked by the New Hampshire Comparative Risk Project are related to loss, degradation, or alteration of land or water habitats - in other words, related to sprawl. The Comparative Risk Project examined a broad spectrum of environmental risks, including those with direct impacts on human health.

U.S. Surgeon General David Satcher, in his December 2001 report entitled The Surgeon General's Call to Action to Prevent and Decrease Overweight and Obesity, blamed sprawl development patterns for contributing to the epidemic of obesity and related diseases in America. He called for community-based strategies to restore healthier lifestyles. "Communities can help when it comes to health promotion and disease prevention," asserted Surgeon General Satcher. "When there are no safe places for children to play, or for adults to walk, jog, or ride a bike, that's a community responsibility."

Achieving Smart Growth in New Hampshire

Smart Growth is Here

Guideposts to Smartgrowth

Principles of Smart Growth for New Hampshire can help guide developers and citizens as they work together to create development patterns more consistent with community goals and values. The Smart Growth New Hampshire Steering Committee - including representatives from the NH Office of State Planning, NH Department of Transportation, NH Department of Environmental Services, and the U.S. Environmental Protection Agency, and the project consultants - adapted recognized smart growth principles for use in guiding growth and development in the Granite State.

Communities may find these eight principles helpful in evaluating and updating their local planning policies and regulations with Smart Growth in mind. ***Principles of Smart Growth*** for New Hampshire can guide local and regional planners as they evaluate and shape all new development and re-development initiatives in keeping with community vision and values. Smart growth is about choices - for individuals, families, businesses, and communities. The way these principles relate to local values and conditions may vary from town to town. Communities may choose to adapt them as they find appropriate.

Principles of Smart Growth for New Hampshire

- Maintain traditional compact settlement patterns to efficiently use land, resources, and investments in infrastructure;

- Foster the traditional character of New Hampshire downtowns, villages, and neighborhoods by encouraging a human scale of development that is comfortable for pedestrians and conducive to community life;

- Incorporate a mix of uses to provide a variety of housing, employment, shopping, services, and social opportunities for all members of the community;

- Provide choices and safety in transportation to create livable, walkable communities that increase accessibility for people of all ages, whether on foot, bicycle, or in motor vehicles;

- Preserve New Hampshire's working landscape by sustaining farm and forest land and other rural resource lands to maintain contiguous tracts of open land and to minimize land use conflicts;

- Protect environmental quality by minimizing impacts from human activities and planning for and maintaining natural areas that contribute to the health and quality of life of communities and people in New Hampshire;

- Involve the community in planning and implementation to ensure that development retains and enhances the sense of place, traditions, goals, and values of the local community; and

- Manage growth locally in the New Hampshire tradition, but work with neighboring towns to achieve common goals and address common problems more effectively.

Do Our Regulations Move Us Toward Our Vision?

After establishing its vision for the future, a community can compare and evaluate its regulatory framework. Do the master plan, ordinances, and development regulations reflect the community's vision and goals? Do they reflect the ***Principles of Smart Growth?*** Citizens and planners together can explore alternatives to more effectively achieve their vision and values by evaluating their regulations on the basis of the ***Principles of Smart Growth*** for New Hampshire.

Sprawl cannot simply be blamed on developers, planners, residents, or anyone else. Sprawl occurs incrementally, due to the complexity of the links between the negative consequences and any individual project. Taken together, the results have much larger cumulative impacts on both the environment and social fabric of our

communities. Developers play by the rules established by state and municipal governments, but too often the rules are not coherent, consistent, or logically linked to the intended goals. Developers give us what we ask for.

Faced with growing population pressure and increasing tax rates, planning boards and other municipal bodies are under increasing pressure to "do something," whether or not the something makes sense. Existing regulations often conflict with smart growth goals, leading to the unintended consequence of promoting sprawl. For example, two- or three-acre zoning intended to preserve rural character results in fields full of suburban homes. Regulations intended to protect quality of life in residential areas limit farming and forestry enterprises, hastening the loss of large tracts of working open space and contiguous habitat that are important to environmental quality and the local landscape. Building codes can discourage the re-use and multiple uses of older buildings in town centers.

Local, county, and state governments also make decisions on how and where they locate facilities and provide services that have impacts on sprawl. As awareness of these impacts grows, an increasing number of governing entities, including school districts, are considering the effects of their decisions on community character, land use, traffic patterns, civic life, downtown vitality, and more. In Concord, the State is converting a portion of the state hospital campus to provide approximately 125,000 square feet of state office space. Somersworth made a commitment to keeping its historic downtown Town Hall. Henniker acquired properties between its elementary and middle schools in the center of town, and combined renovation with an addition to the link the two older buildings in a new K-8 community school.

Development Can Be a Regional as well as Local Issue

Unlike people in many regions of our country, New Hampshire residents already have the means of local determination and self-governance, the tradition of active community participation in decision-making that is essential to smart growth. Strong community participation is key to maintaining the distinctive character of New Hampshire towns. Our strong tradition of local control, and New Hampshire's planning and development legal framework, have kept decision-making authority at the municipal level.

But many of the most difficult growth and development challenges faced by New Hampshire communities today are regional in nature. Problems involving traffic and transportation planning, competition for natural resources such as water, economic and infrastructure development, and siting of regional school facilities, demand cooperation among neighboring municipalities. The time has come for towns to meet as neighbors to discuss mutual and broader regional concerns.

Smart Growth Case Studies and Examples

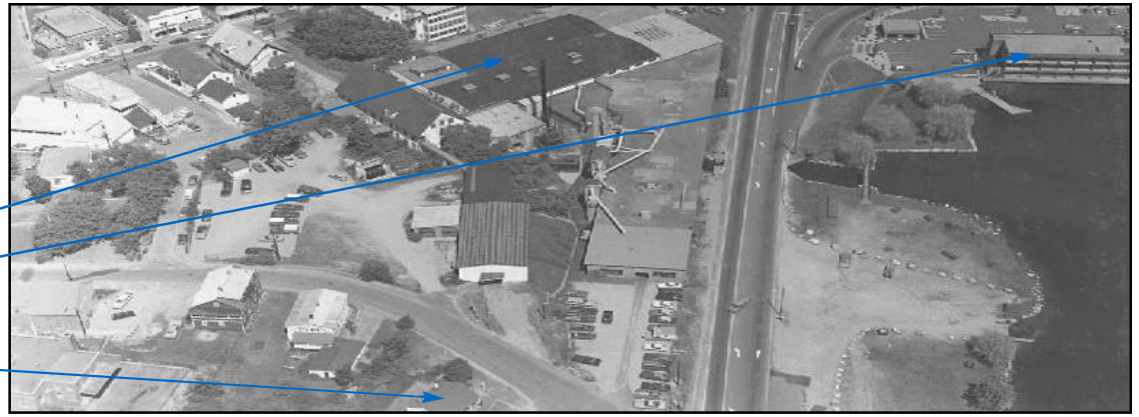
The case studies and examples are organized according to the ***Principles of Smart Growth***, with each principle section beginning with a case study. The case studies provide more detailed information on how communities from around the state have planned and carried out their own smart growth initiatives. Most of the examples are from New Hampshire communities, with a few from neighboring states, and most exemplify more than one ***Principles of Smart Growth for New Hampshire.*** A picture may be worth a thousand words, but a visit to these communities and projects will present an even clearer picture, convey a stronger sense of place, and answer more questions.

Principle # 1

Maintain traditional compact settlement patterns to efficiently use land, resources, and infrastructure investments

Case Study

Meredith Revitalization



Circa 1976

The 1982 Master Plan for the Town of Meredith established goals and objectives that became the blueprint for redevelopment of Meredith's downtown:

- Ensure the downtown area remains the primary business district in Meredith, taking steps to curb the expansion of strip commercial development in other areas of town. Promote expansion of the town docks and full use of the waterfront parks.

- Ensure that new building(s) constructed on the Amatex site fit with and enhance the small-town, historic character of Meredith Village. Building materials, architecture, signage, lighting, and landscape features that complement this character are important due to the location, visibility, and size of the site. The water course flowing through the Amatex site is a major asset to the downtown, and should be presented to public view in an aesthetically pleasing manner.

- Ensure any new building or artifacts on the Amatex site do not create a barrier between the Main Street area and the waterfront.

- Encourage any future site design to provide pedestrian linkages with the rest of the downtown area. Any development should strengthen the downtown's tremendous potential as a pedestrian-oriented area with a concentration of various shops and services.

- The town parking lot should be integrated with a new adjacent parking area, even if separately owned.

Downtown Meredith 2001 along NH Route 3
1) Gas Station 2) Chase House 3) Inn at Mill Falls
4) Bay Point Inn

Case Study

Meredith Revitalization

Step 1: Downtown Meredith 1984 - The Inn at Mill Falls

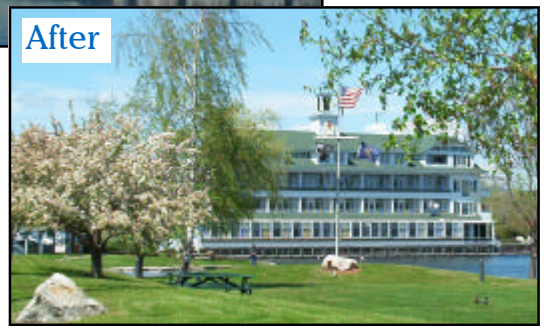
Meredith Bay Corporation was formed to acquire and redevelop the Amatex Mill Property in two phases.

All buildings, except for the 16,000 square foot historic mill building, were removed to create Mill Falls Market Place, a 40,000 square foot pedestrian mall. The 54 room Inn at Mill Falls was then developed.

The developers used the 1982 Town Master Plan vision for redevelopment as their blueprint.

However, all hotel and inn use required a special exception in the center of town. Waivers were also required to reduce the parking spaces required by the Town's regulations.

This project stimulated other efforts to rejuvenate Main Street and the Meredith Village community. Many owners painted and improved their store fronts and shops. The Meredith Rotary Club and the Town collaborated to improve the lakefront area with a landscaped park and bandstand.



Step 2: Downtown Meredith 1994 - The Inn at Bay Point

One Bay Point came on the market in 1993. The Town explored buying the property to ensure control over future development, but Town Meeting did not approve the acquisition.

Despite the recession of the early 90s, the owners of Mill Falls decided to enhance and expand their existing operation by adding another inn and a restaurant. The Town, led by Town Manager Peter Russell and Town Planner John Edgar, encouraged and supported the project.

The single-phase project, completed in 1995, converted a bank/office building to a 24 room inn and restaurant. The building houses the Inn, restaurant, and a remote studio for WMUR-TV Channel 9.

Principle # 1

Maintain traditional compact settlement patterns to efficiently use land, resources, and infrastructure investments

Case Study

Meredith Revitalization

Step 3: Downtown Meredith 1996 - The Chase House

With the addition of the Inn at One Bay Point, the developer began to see the Inns and Meredith Village developing into a destination. The Chase House project grew out of the Bay Point planning process.

Edward “Rusty” McLear & Hampshire Hospitality Holdings developed the project with active support and participation from the Town, which voted to close an existing town road and transfer the land to the developers to accommodate the project.

Completed in 1998, this single-phase project replaced an existing one-story restaurant with a 23 room inn, a restaurant, conference facilities, and one retail store.

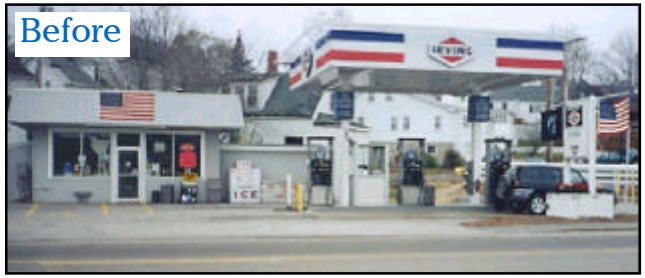
All these hotel projects required special exceptions, and waivers to allow reduced parking areas - an important consideration for protecting lake water quality. Waivers also provided for some parking within the setbacks.

Step 4: Downtown Meredith 1999 - The Irving Station

After the Chase House was redeveloped, the appearance of the abutting Irving Service Station stood out as an aesthetic detraction. The Town and the owners of the inns agreed that a plan to upgrade this service station was mutually beneficial.

Edward “Rusty” McLear and Hampshire Hospitality Holdings developed the project with active support and participation of the Town, and cooperation and assistance from Irving Oil. A single-story house and the original service station were removed from the site.

Local zoning regulations did not accommodate the project, which was accomplished through close cooperation with the town manager, town planner, planning board, and zoning board of adjustment. The public strongly supported the project as an example of quality growth and development in the community.

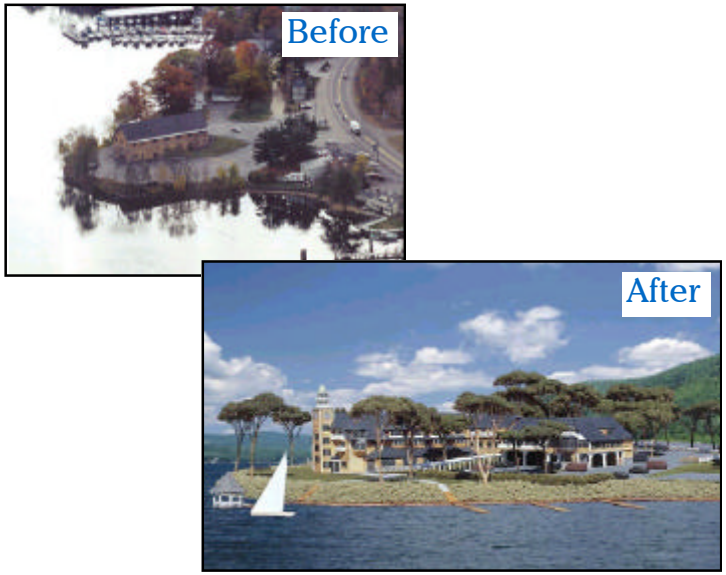


Case Study

Meredith Revitalization

Step 5: Downtown Meredith - The Future Inn at Church Point

In 2002, Hampshire Hospitality Holdings entered into an agreement with the Manchester Diocese to acquire the church property in Meredith Bay. The Meredith Planning Board has approved plans for construction of an inn at this site. With redevelopment anticipated to begin in 2003, this Inn will add more capacity and choice to the hospitality and resort attractions of the revitalized Meredith Village.



Principle #1 Examples

Downtown Peterborough

Peterborough is strongly committed to strengthening and enhancing its downtown (U.S. Route 202). A non-profit corporation founded in 1994, Downtown 2000, has coordinated the development of a revitalization plan for the town. The Town has built sidewalks and improved lighting, landscaping, and paving. These enhancements of the traditional town center were achieved through town and business community partnerships. In 2000 the Town of Peterborough began discussing a Downtown Master Plan as part of the community's overall Master Plan.

Principle # 1

Maintain traditional compact settlement patterns to efficiently use land, resources, and infrastructure investments

Principle #1 Examples

Verizon Wireless Arena, Manchester

Looking to strengthen downtown, the City of Manchester replaced an aging strip mall at the intersection of Elm Street, Granite Street and Lake Avenue with the Verizon Wireless Arena. The 10,000-11,000 seat facility opened in fall 2001. The location brings spillover effects to retailers and restaurants throughout downtown. A key to the Arena's success in fostering downtown economic development was the City's decision to limit on-site parking. A small accessible parking lot was provided on-site, but the arena depends on surrounding neighborhoods for parking. Over 4,000 parking spaces in municipal garages, parking lots, and on-street parking are available within 2,000 feet of the Arena.

PSNH Energy Park, Manchester (part 1)

The steam plant built in 1909 to power Manchester's mills was purchased by Public Service of New Hampshire (PSNH) in 1936 to power the revitalized mill yard, and later to supply electrical power to Manchester and surrounding towns. The plant had stood vacant since it was taken out of service in 1981. In 1998 PSNH's lease was expiring at Hampshire Plaza. The company wanted to keep its headquarters in a downtown location. The decision to renovate the steam plant was based on the fact that the estimated cost of renovating the plant was lower than the estimated cost of new construction, and the required environmental remediation of the site was more cost effective when completed during the renovation of the building.

Principle #1 Examples

PSNH Energy Park, Manchester (part 2)

PSNH worked cooperatively with Manchester planning staff, other local departments, and the NH Division of Historical Resources to preserve the original footprint and much of the historic character of the northern anchor to Manchester's historic mill yard. The 77,000 square foot building on more than five acres at 780 North Commercial Street was transformed into PSNH Energy Park. This corporate headquarters includes a public space to walk, view the river, and learn about the mill yard, plus facilities for use by non-profit groups and civic organizations.

Community Guaranty Savings Bank, Plymouth

The Community Guaranty Savings Bank building on Route 3 in downtown Plymouth was formerly a sporting goods retailer, a clothing store, an auto dealership and even the Town's post office in the 1930s. The Bank, then a tenant of the building, acquired the property in the early 1990s. Improvements made to the building exterior and the landscaping complement the surrounding area, and have encouraged additional upgrading in the neighborhood. Inside renovations preserved the building's interior features.

River Glen, Littleton

Plans for a Riverwalk and pedestrian bridge connecting this site to downtown helped attract this $3.5 million assisted-living project to Littleton.

Riverglen House will provide 50 assisted-living units on the banks of the Ammonoosuc River across from Main Street. The building has a limited setback from the road. Right of way access to parking in the rear is shared with the adjacent Littleton Area Senior Center. Design of the building exterior reflects traditional New England character.

(I-93 Exit 41 onto Cottage Road, left between Rocky's Video & New England Glass)

Principle # 1

Maintain traditional compact settlement patterns to efficiently use land, resources, and infrastructure investments

Principle #1 Examples

Plymouth Town Hall

Listed on the National Register of Historic Places, this building has been part of local and county government since it was built in 1891. Originally a Grafton County Courthouse, it remained in county use until 1972. The Town of Plymouth purchased the property in 1982, and in 1994, needing to upgrade and replace town offices, Plymouth citizens voted to renovate the building for municipal offices.

Plymouth wanted to keep the town offices in the center of town. This choice on Route 3 downtown reflects the town's traditional settlement patterns and helps maintain foot traffic in the downtown area.

State Hospital, Concord

The 120-acre campus of New Hampshire State Hospital is located on Pleasant Street in the middle of downtown Concord. The psychiatric treatment center was once home to over 3,700 patients and necessary nursing, medical, and support staff. Decentralization of treatment has reduced space needed for the hospital, and presented a re-development opportunity for the publicly owned campus. The State has undertaken a plan to convert 300,000 square feet of hospital space to office use over the next decade. State employees are moving into buildings converted into attractive offices. The Brown Building, shown here, now houses the NH Department of Health and Human Services.

Principle #1 Examples

Senters Marketplace, Center Harbor

This mixed-use shopping and office center at the intersection of Routes 25 and 25B was designed to emphasize and complement the New England village character of Center Harbor. The architectural design is consistent with nearby properties and traditional village scale.

Portsmouth City Hall and Police Station

The former Portsmouth Hospital was built in 1885 on Junkins Avenue, between South and Pleasant streets, overlooking South Mill Pond.

When the hospital moved to a new location in 1987, Portsmouth renovated these buildings to house the City Hall and Police Station.

Principle # 1

Maintain traditional compact settlement patterns to efficiently use land, resources, and infrastructure investments

Principle #1 Examples

Center Village, Stowe, Vermont

A recently approved residential subdivision, Center Village is a planned expansion of the historic village of Stowe, Vermont. The lots range from 10,000 - 20,000 square feet, offering market-rate housing opportunities for middle-income families. New sidewalks connect the development, which is on Depot Street 2/10 of a mile from Main Street, to the village path system. The homes are within a few minutes walk to the elementary school.

Residential Infill Project, Hanover

Within an easy walk to downtown, the Hanover Residential Infill Project at the corner of South Park and East Wheelock streets created a more dense and diverse neighborhood by combining 16 existing and 22 new multi-family units. Owned and developed by Dartmouth College for faculty and staff, this rental housing includes duplexes, four-plexes, and one eight-unit building.

Somersworth City Hall

In January 2002, the City of Somersworth found a new home for its City Hall in the former Citizens Bank building. The move brought the City Hall from its former 157 Main Street location on the outskirts of the downtown area, into the heart of downtown.

Foster the traditional character of New Hampshire downtowns, villages, and neighborhoods by encouraging a human scale of development that is comfortable for pedestrians and conducive to community life

Principle #2

Case Study

Downtown Keene

The City of Keene has a long tradition of pride and stewardship of its downtown. Keene's downtown today tells a story of a community that cares about the planning and maintenance of its center. Downtown Keene has become a cultural center and magnet for the Monadnock region.

Along with redevelopment projects and improvements, the initiative and active involvement of the citizens of Keene has brought more activity and interest to the downtown. Community spirit and creativity have allowed for and encouraged downtown activities such as Keene's First Night and the now famous Halloween Pumpkin Festival celebrations. The result is an active, vital downtown which is a source of community pride and identity.

In the early 1990s a non-profit group formed to acquire the grand old Colonial Theater. Another group working on overall downtown improvement joined with the Theater group and the local economic development corporation to devise a financing plan for major renovations to the theater. This beautiful, restored old Theater has become a cultural and entertainment mainstay for the entire Monadnock region.

Former City Manager Patrick MacQueen attributes Keene's success to several factors:

1) A long tradition of community planning and caring about downtown.

2) Keene's relative geographic and transportation isolation.

3) Willingness of many residents and local businesses and industry to make the time, energy, and financial commitments necessary to the long and protracted work of developing, selling, and implementing improvements to the downtown.

4) Recognition that when local residents and visitors think of a community, they think first and foremost of the downtown.

5) Recognition that the downtown serves as the 'Welcome Mat' for any community, and should be the cultural, business, educational, entertainment, transportation, government, and community center for the municipality.

6) Recognition that spreading these functions out through the entire community is poor planning that creates sprawl and destroys the downtown center that is the focal point of identity for the community.

7) Citizens, citizen groups and organizations, and local business and industry have been the driving forces of downtown change, working with local government rather than relying on local government as the primary driving force.

Principle # 2

Foster the traditional character of New Hampshire downtowns, villages, and neighborhoods by encouraging a human scale of development that is comfortable for pedestrians and conducive to community life

Case Study

Downtown Keene

Keene community leader David Putnam points out that the original settlers of Keene demonstrated an early concern for wise planning when they all agreed to pick up their houses on both sides of Main Street and move them back a considerable distance in order to afford an impressively wide Main Street. The beautiful and unique Main Street that leads into the heart of Keene is their legacy.

The Monadnock Economic Development Corporation played a role in redeveloping the EF Lane Block, which created a beautiful downtown hotel in a historic department store building. The City added a parking deck on land behind the EF Lane Block, for hotel and general downtown parking.

Keene's downtown, with its traditional New England architecture and civic design, is attractive and inviting. The restaurants, theatre, museums, civic buildings, and variety of stores offer places for people to socialize, shop, learn, dine, do government business, and generally enjoy the downtown's beauty and ambiance.

Foster the traditional character of New Hampshire downtowns, villages, and neighborhoods by encouraging a human scale of development that is comfortable for pedestrians and conducive to community life

Principle #2

Principle #2 Examples

Lyme Common

Surrounded by homes, businesses, and civic buildings, picturesque Lyme Common is the year-round community gathering spot for residents and visitors. On Route 10, at the heart of the community, Lyme Common hosts pancake breakfasts, concerts, and markets in the summer, and congregating snow travelers in the winter.

Laconia Savings Bank, Moultonborough

Laconia Savings Bank acquired the 180 year-old Harold Mohr House on Route 25 in Moultonborough in 1995, with the goal of "preserving and maintaining the historic aspects of the property for the Moultonborough community."

Working with the Town and State Historical Societies, the Bank donated the original barn to the local Historical Society. The barn was dismantled and reassembled on a new site. The Bank restored the farm house and built a new barn reminiscent of the old one to house the new banking offices and vault. The Bank opened for business in 1996.

Sawyer's Jewelry, Laconia

The Sawyer's Jewelry building upgrade grew out of a downtown revitalization effort initiated by the City of Laconia and the business community.

The initiative eliminated an existing pedestrian mall which had diverted traffic around the central business core, and reestablished motor vehicle traffic into and through the downtown area.

The traffic flow change has helped improve business activity and resulted in additional investments, both public and private, in the downtown area.

Principle # 2

Foster the traditional character of New Hampshire downtowns, villages, and neighborhoods by encouraging a human scale of development that is comfortable for pedestrians and conducive to community life

Principle #2 Examples

Henniker Community School

The Henniker Community School (grades K-8) combined new construction with renovation to create a community school that preserves traditional community building patterns while meeting today's needs. In 1995 voters approved a plan of additions and renovations to Henniker Elementary School and Cogswell Memorial Middle School. A house, barn, and old town fire station were demolished and removed from adjacent properties. The historic Grange Hall that stood between the two schools was moved 1/10th of a mile to the site of the old fire station. With the site cleared, new construction designed in the traditional style of the historic school structures linked the two schools to create one expanded community school.

(Just off Main Street/Western Avenue between the Library and Police Station)

Newmarket Mill - Brownfield Project

The Essex Mills were built more than 150 years ago on the Lamprey River in downtown Newmarket. Some of the Mill property had been contaminated with hazardous material over time so the Town wanted to encourage cleanup and reuse of the structures. The environmental cleanup is now complete and the first phase of redevelopment includes approximately 30 one- and two-bedroom condominiums, and was 90 percent completed as of summer 2002.

A river walk along the Lamprey and full public access to the river is part of the Project. A new bridge across the river will connect the residential units to downtown.

(From Route 108 downtown, turn onto Bay Road just north of the bridge over the Lamprey River, then turn right into Bryant Rock.)

Foster the traditional character of New Hampshire downtowns, villages, and neighborhoods by encouraging a human scale of development that is comfortable for pedestrians and conducive to community life

Principle #2

Principle #2 Examples

Commercial Alley, Portsmouth

Ceres Street, a pedestrian alleyway in downtown Portsmouth's old harbor district, connects Bow Street with Market Street. A mix of shops and professional offices are located on the lower level of the buildings, with residential units above. The well-lighted, landscaped, and warm brick-lined passageway signals business vitality and invites pedestrian travel.

Littleton Main Street

Littleton, one of New Hampshire's first Main Street communities, began its Main Street program in 1997. In five years, over $2 million has been invested in building improvements, guided by the National Main Street Center's four-point approach to downtown revitalization.

Encouraged by a $1,000 facade improvement grant, the owners of Northern Lights Music, the building pictured here, spent more than $50,000 to restore the building's historic exterior color palette. With design assistance and seed-grant funding from Littleton Main Street, investments have been made in the exterior appearance of nearly three-fourths of Littleton's downtown buildings. Named NH Main Street Community of 1999, Littleton was a 2002 Great American Main Street semi-finalist.

Principle # 2

Foster the traditional character of New Hampshire downtowns, villages, and neighborhoods by encouraging a human scale of development that is comfortable for pedestrians and conducive to community life

Principle #2 Examples

Belmont Mill, On Route 140, in Belmont center

The Gilmanton Village Manufacturing Company began producing cotton and woolen goods in the historic mill known as the 'Brick Cotton factory' in 1833. Demolition was ordered after the property was taken by tax deed in 1995, and the structures surrounding the core building were torn down. A group of concerned citizens petitioned the court to halt the demolition. The order to halt demolition was received the day the bell was removed from the tower.

A design charrette generated possibilities for reuse and the community worked together to find viable options.

After the charrette the Town secured Community Development Block Grant funding for a building program that included multiple uses.The building is now a vibrant center of community life. The cupola, which is featured in the Town Seal, again houses the bell that once awoke the village.

A child care center on the ground floor has its own entrance and direct access to the playground. The second floor holds a large community function room and kitchen, and the Community Action Program offices. The third floor is home to a local family health clinic. The top floor Food For Thought Cafe is run by the NH Technical College collaborative culinary arts program.

Belmont Mill 1995

Belmont Mill 2001

Principle #2 Examples

Palisades, Stowe Vermont

Palisades, a private development located just off South Main Street in Stowe Village, Stowe, Vermont consists of single-family homes on lots as small as 5,300 square feet. The houses have front porches facing a village-scale road, which forms a partial grid parallel to heavily traveled Vermont Route 100. Shared garages are set back from the street. New sidewalks and street trees complete the scene of Stowe's newest village neighborhood.

The Common Man Inn, Plymouth

The owner of the Common Man Restaurants sought to preserve the historic character of an 80 year-old Plymouth building where popsicle sticks had been manufactured, while providing modern and efficient inn and conference facilities. This re-use project renovated the 50,000 square foot building on a 3.8 acre lot for a 37 room inn, a 160 seat restaurant, and a three-section conference center for groups up to 180 people. A large, brick boiler room has been transformed into a spa and lounge. A house on the site is being renovated for the new sports center and the Rhino bike shop. (I-93 Exit 26)

Principle # 3

Incorporate a mix of uses to provide a variety of housing, employment, shopping, services and social opportunities for all members of the community

Case Study

Downtown Exeter

Exeter's long history of manufacturing and commerce flourished on the banks of its tidal river. Today, Exeter Mills is a large residential development integrally connected to the downtown. Many of the historic buildings along Water Street have also changed uses over the years. The one constant is a mix of uses - shops, restaurants, and law and real estate firms line the street level, with residential and office uses in the upper levels.

The 2002 Master Plan heralds the downtown as "one of the Town's greatest assets. It creates and provides commercial, retail, and visitor services, adds to the tax base, is the Town center for social and civic interaction, and helps establish and reinforce the 'sense of place' of the Town." Its importance has been well recognized by the town government and its citizens, as well as the Chamber of Commerce, American Independence Museum and other organizations.

2002 COMMUNITY VISIONING SESSION RECOMMENDATIONS

- Ensure that the downtown is pedestrian-friendly by providing adequate sidewalks and pedestrian facilities;
- Design buildings and other structures at a human-scale;
- Provide alternatives to driving for people to access downtown (e.g., trolley);
- Maintain the historic character of downtown;
- Provide more green space and street trees throughout downtown, especially around the bandstand;
- Improve parking options;
- Encourage more night use of downtown; and
- Continue to develop the waterfront area, especially the area behind the Water Street buildings.

Case Study

Downtown Exeter

The Exeter Town Hall was built in 1855. The lower level houses the District Court and Chamber of Commerce. The main hall is still used for meetings, voting, and civic and cultural events.

The Town Hall is located across the street from the Town Office building, which was originally built in 1892 for county offices.

The Bandstand, located at the intersection of Water and Front Streets, was a gift to the Town from Ambrose Swasey in 1916. The Exeter Brass Band, founded in 1847, still plays here on Monday nights in July.

The 2002 Master Plan recommendations support mixed residential, commercial, and office uses in the downtown, with specific allowance for residential uses on upper floors of downtown buildings.

The Master Plan calls for review of parking, setback, building height, and other standards in the Waterfront Commercial district, to determine their adequacy to support, and not discourage, appropriate development density in the downtown.

Principle # 3

Incorporate a mix of uses to provide a variety of housing, employment, shopping, services and social opportunities for all members of the community

Case Study

Downtown Exeter

Water Street, Exeter's main thoroughfare, is lined with a variety of small shops and restaurants, popular with locals and tourists alike. The Waterfront Commercial zone was amended to allow residential use in upper floors of downtown buildings. The upper levels of most buildings in the downtown are residential apartments and condominiums.

Swasey Parkway, located in the Waterfront Commercial District, follows the Squamscott River from downtown to Newfields Road.

Lined with trees and park benches, strollers can watch Phillips Exeter Academy's rowing teams practice, observe the many birds that frequent the shallow tidal basin, or listen to a summer concert.

A boardwalk affords dramatic views of Exeter across the Squamscott River. The town landing is here also. In winter ice fishing houses cover the river.

Rehabilitation of the historic Exeter Mill structures adjacent to the downtown area, and design of new residential units at the quarter-mile long riverfront site presented extraordinary opportunities and challenges. The buildings presented generous floor areas, ceiling heights, and windows; richly weathered brick, massive wood beams; and decking. The challenge was to humanize the scale of the entire complex, and turn a long neglected stretch of industrial waterfront into a residential district closely linked to downtown Exeter. The National Park Service awarded the project full approval for Historic Certification.

Principle #3 Examples

(1) The Beaver Mills Project, Keene

The Beaver Mills property on Railroad Street was vacant, in desperate need of repairs, and assessed for tax purposes at only $450,000. The project began in 1997 when the vacant 60,000 square foot building was offered for sale, with a plan to provide affordable housing and commercial space - while renovating a derelict building in the downtown. Beaver Mills was developed by the non-profit Keene Eastside Development Corporation - a partnership of Monadnock Economic Development Corporation and Southwestern Community Services, Inc.

(2) The Beaver Mills Project, Keene

Funding for the over $7 million project came from more than 11 sources. This complex project involved regulatory issues associated with creating residential and commercial condominiums in the same building, tax credits, and listing the Mill on the National Historic Register. Architect Paul Mirski of Enfield and builder Ingram Construction of Swanzey worked closely with City Planning Director Rhett Lamb and Planning Board Chair David Bacon.

Principle # 3

Incorporate a mix of uses to provide a variety of housing, employment, shopping, services and social opportunities for all members of the community

Principle #3 Examples

(3) The Beaver Mills Project, Keene

Completed in 2000, the Beaver Mills project is now assessed at $2,425,000 and contributes about $80,000 to the city in property taxes each year housing:

- *40 elderly housing units*
- *Monadnock Developmental Services*
- *Keene Montessori School*
- *Cheshire Medical Center / Dartmouth - Hitchcock Audiology Department*
- *Children's Dental Care*
- *LifePlus*
- *Ken's Refrigeration*

Cocheco Falls Millworks, Dover

The Cocheco Falls Millworks building has been the center of downtown Dover's business district for generations. Today the Mill building houses several technology businesses and a museum of the history of the Mill. Cocheco Falls Millworks Courtyard is on the Cocheco River, off Central Avenue directly across from First Street.

Principle #3 Examples

Dow Academy, Franconia
Office / Residential Reuse of Old School

The future of this former school in the heart of Franconia village (I-93 Exit 38) was uncertain when it was no longer needed for educational purposes.The main building and several outbuildings were converted to a mix of commercial and residential uses.

Condominiums fill the main school building, with office space in the lower levels and an outbuilding. This housing, adjacent to a town park and a short walk from the village center, has proven valuable in increasing activity in the village center.

Littleton Downtown
Commercial / Residential Mix

Chutters, at 43 Main Street in Littleton, combines traditional and innovative mixed uses in a downtown commercial building. Carol and Mike Hamilton began the systematic renovation and conversion of the vacant drug store in 1996. On the first floor they developed a thriving retail store boasting the 'World's Longest Candy Counter,' an anchor of Main Street, and rented the two upper floors as two large apartments.

Finding it difficult to manage both their growing retail store and internet businesses, the owners formed a partnership with the Hugh J. Gallen Vocational Center. They renovated the lower level, previously used for storage, as a classroom for the Vocational Center's marketing class, which was squeezed for space at school. In their Chutters classroom, students now get both the standard marketing curriculum and hands-on experience running an e-commerce business.

Principle # 3

Incorporate a mix of uses to provide a variety of housing, employment, shopping, services and social opportunities for all members of the community

Principle #3 Examples

Ammonoosuc Green, Littleton

For this neighborhood improvement project between Main Street and the Ammonoosuc River, eight residential and commercial buildings - including an empty, condemned 17-unit residential and commercial structure on Main Street - were replaced with a mix of new apartments, commercial and office space, public parking, green space, and a single-family home. A common green space at the center of the revitalized neighborhood will link Main Street to Littleton's new Riverwalk.

A housing non-profit, AHEAD Inc. led a coalition of approximately 20 funders that participated in this $4 million project. Neighborhood residents, Littleton Main Street, and the Town participated extensively in the project design. Challenges included contaminated soils and higher than anticipated expenses. Recognizing that mixed-use development and housing are key to downtown revitalization, AHEAD waived most of its $300,000 developer fee.

Seven Lebanon Street, Hanover

The Town of Hanover and Dartmouth College cooperated to redevelop Seven Lebanon Street in Hanover, formerly a surface parking lot and small drive-through bank. The parcels were joined to build a 289-space parking garage and a three-story retail and office building, adding 45,000 square feet of commercial space.

Preserve New Hampshire's working landscape by sustaining farm and forest land and other rural resource lands to maintain contiguous tracts of open land and to minimize land use conflicts.

Principle #4

Case Study

Riverside Farm Estates, Lee

Approved in 1986, Riverside Farm Estates was one of the first open space developments in Lee. Situated along the Lamprey River, the clustered development has a loop road connecting to both Routes 155 and 152. The 164 acre protective covenant development maintained 88 acres of open land owned by the homeowners association. The development of the former Bateman Farm protected and reserved 42 acres for agricultural use.

In Lee, cluster subdivision regulations have been in place for over 20 years. Riverside Farm was one of the first of its kind in the town. The development of Riverside Farm Estates was permitted under the town's first version of the cluster residential development ordinance, which has not been changed significantly. The developer sought to maximize the allowable density while preserving important open spaces, including quality farmland and frontage on the Lamprey River, which has since been designated a Wild and Scenic River.

Lee's cluster residential development ordinance can be applied to a parcel of 20 or more acres. An open space development may include single-family and/or two-family dwellings. Maximum density is calculated by dividing the number of net developable acres by the conventional lot size (85,000 square feet). Net developable area is determined by subtracting road right-of-way, rivers, floodplains, wetlands, and steep slopes from the total parcel area. Actual minimum lot size in the development is 21,250 square feet for single-family homes, and 55,250 square feet for two-family homes. The ordinance requires a 100-foot buffer zone around the perimeter of the development, but does not specify a minimum percentage of open space. The ordinance requires underground utilities, and allows a development to utilize community or individual water and sewer systems as appropriate. Open space must be owned by the homeowners association, and all units must have easy access to open space areas.

Principle # 4

Preserve New Hampshire's working landscape by sustaining farm and forest land and other rural resource lands to maintain contiguous tracts of open land and to minimize land use conflicts.

Case Study

Riverside Farm Estates, Lee

This subdivision was approved with 82 homes. Seventeen of these homes were permitted as duplex units; however many were built as single-family dwellings. Protective covenants require all duplex designs to look like single-family homes, showing only one entrance as viewed from the road. Ten condominium units were built in accordance with the town's condominium ordinance.

Each building is served by a utility box that is visually buffered by suitable landscape cover. The underground utilities run from overhead lines from the main road. Each home is served by individual well and septic.

Forty-two acres of the total open space is in farm fields reserved for agriculture. Farming rights are reserved for the owner of the lot adjacent to this open space land. This nearly four-acre lot has two barns currently used to store hay. The new owner of the farm lot has planted pumpkins, squash and corn in the fields.

John Hutton, III from Stratham has found a new home for his farming operation in this Lee subdivision, after the land he had leased in Stratham was developed as a golf course. He and his wife eventually plan to build a home on their lot, near the barns.

A parking lot adjacent to the most significant area of open space provides access to a trail along the Lamprey River.

The trail links Riverside Farm Drive to a nine-acre wooded open space area. This open space is maintained in a natural state with a trail system for passive recreation.

Preserve New Hampshire's working landscape by sustaining farm and forest land and other rural resource lands to maintain contiguous tracts of open land and to minimize land use conflicts.

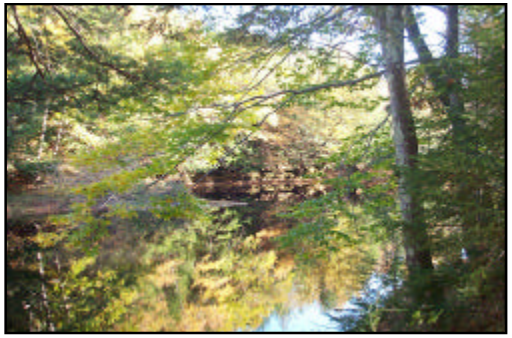
Principle # 4

Case Study

Riverside Farm Estates, Lee

Conservation of land is the key to maintaining the unique qualities of the Lamprey River in this rapidly developing region of the state. The River's high water quality and unspoiled scenic beauty are largely attributable to the lack of development along its shores. Natural vegetation extends for miles up the River corridor, buffering the River and creating habitat for wildlife.

The Riverside Farm Condominium Association maintains this trail along the Lamprey River and other trails on the property. An important feature of this subdivision is the 45 acres of open space with over 1,000 feet of trail along the river.



The Lamprey River Advisory Committee and other conservation organizations provide information and technical assistance to landowners and homeowners on how they can protect the River's resources. But only acquisition of land or conservation easements on land provides long-term guarantees of land protection. Riverside Farm Estates represents an early effort in preserving land along this significant environmental resource and protecting some of the valuable social and economic resources of the New England family farm, while using a portion of the land for residential development.

Principle # 4

Preserve New Hampshire's working landscape by sustaining farm and forest land and other rural resource lands to maintain contiguous tracts of open land and to minimize land use conflicts.

Principle #4 Examples

The Community School, Tamworth

The Community School is a unique example of cooperative land protection and preservation. In 1992 the Perkins family sold a conservation easement on 297 acres of their 307-acre farm through the state's Land Conservation Investment Program, and then sold the protected farm to The Community School, which was founded by a group of parents and teachers. The accredited independent school for grades 6-12 has 50 students enrolled from New Hampshire's Lakes and White Mountain regions and western Maine. The School is at 1164 Bunker Hill Road (Route 113) in South Tamworth.

The Town maintains passive recreational use rights to the farm and forest lands, while the School enjoys use of the land for conservation, educational, and agricultural activities. The School operates a certified tree farm, organic vegetable gardens, and a farm stand on the land as an integral part of its educational programs.

The Town secured grant funding to acquire the Perkins Farm easement by leveraging a donated easement from Joan Cave on 700 acres of forest land. By working creatively and collaboratively the Town was able to support The Community School project while protecting over 1,000 acres of farm and forest lands within the community.

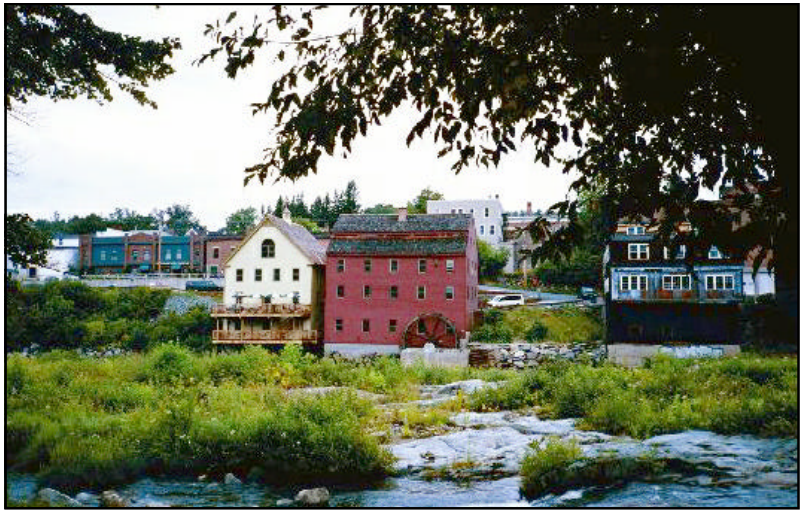
Conserved Farmland, Rollinsford

Robin Aikman permanently conserved her 280 acre Brookford Farm, a dairy farm on Sligo Road in Rollinsford. The contiguous 45 acre Ordway land on Sligo Road has also been permanently protected. The Strafford County Conservation District holds conservation easements on both properties. Conservation easements may be sold or donated, and are a voluntary tool for permanently protecting working open lands and lands that are valued for scenic beauty, agriculture, habitat, watershed protection, etc. Conservation easements retain land under private ownership and management, can provide financial benefits to landowners, including reduced property taxes, and may be a useful tool for business, tax, and estate planning.

Principle #4 Examples

Restored Grist Mill, Littleton

Historic mills that processed raw materials from farms and forests are part of the traditional landscapes of New Hampshire villages, towns, and cities. Solomon Mann's Grist Mill, built on the banks of the Ammonoosuc River in 1798 gave rise to the Town of Littleton. The Mill stands as a reminder of the agricultural roots of town development. In 1997 Ronald Murro and John and Jere Eames began renovations to the four surviving - although badly deteriorating - original Mill buildings. Two four-foot mill-stones that may have been the originals used for grinding, were found in a stone wall further upriver. The restored Littleton Grist Mill again grinds wheat, corn, and buckwheat into flour for sale and is open to the public as a working museum. The Grist Mill is located on Mill Street, one block off Main Street, behind the Littleton Village Bookstore.



LCIP Easements, Goshen and Newbury

NH Land Conservation Investment Program conservation easements have protected over 10,000 contiguous acres of land that straddle the Monadnock-Sunapee Greenway and link Pillsbury State Park and Sunapee State Park in Goshen and Newbury. The cellar holes, stone walls, and old roadbeds found throughout the property testify to past farm-holding and sheep-herding on the slopes of Mount Sunapee. The easement permits continued timber management, and public access for hiking and hunting.

Principle # 4

Preserve New Hampshire's working landscape by sustaining farm and forest land and other rural resource lands to maintain contiguous tracts of open land and to minimize land use conflicts.

Principle #4 Examples

Moulton Farm, Meredith

The Moulton Farm on Quarry Road off Route 25 in Meredith is a third-generation, family-owned and operated working farm. The Moultons sell produce, flowers, and bedding plants grown on the Farm at their farm stand.

The Town's purchase of the development rights on 88.4 acres of Farm fields along NH Route 25 through the state's Land Conservation and Investment Program assures that the land will remain dedicated to agricultural use and permanently undeveloped.

LCIP Easement, Pittsburg

NH Land Conservation Investment Program conservation easements on the Amey Farm in Pittsburg protect over 1,500 acres of forested hills, Connecticut River and Indian Stream frontage, hillside pasture, and prime agricultural soils. The Old Hereford East Line, the former international boundary between the United States and Canada, passes through the property. The woodland supports important habitat, a certified tree farm, and a productive sugarbush of 700 sugar maples. The farmland on the property supports a 60-cow dairy herd and a small flock of sheep.

Paul T. Doherty Memorial Town Forest, Gorham

More than 4,000 acres of forest land were purchased by the Town in 1937 to protect the town's water supply for future generations. The forest straddles the Gorham/Randolph town line and abuts the Berlin town line to the north.

The forest is a certified tree farm managed for multiple uses; a multi-use outdoor classroom, public recreation area, and timber.

Principle #4 Examples

Protecting Prime Farmland Soils, Plainfield

The Town of Plainfield recognized the value of its agricultural land resource - beautiful fields of fertile loam along the Connecticut River. Plainfield has some of the best soils in New Hampshire under productive management and stewardship of the town's progressive farming community.

A town ordinance, upheld by the courts, protects these soils by requiring any development to occur at the margins of the fields, so that the land will continue to be available for farming. Riverview Farm (shown here) on River Road is one of six contiguous Plainfield farms stewarding this resource of community protected prime farmland.

The Hills at Crockett Farm, Stratham

Stratham's innovative cluster housing ordinance provides density bonus incentives for plans that preserve 50 percent or more open space, grant public pedestrian access, or protect and provide for agricultural use of valuable farm land. Clustered housing project of 23 single-family homes and 52 attached (duplex and triplex) units allows for smaller lot sizing, community water and sewer. One hundred and four acres of the total 142 acres will remain as open space, including 40 acres of wetlands and 58 acres of usable open space. Seventeen acres of fields will remain in agricultural production, with the potential for an additional four acres. Sixteen and a half acres will become a forest management area. Forested areas and open farm fields are protected by conservation easements and surround the housing. Trails will provide for walking and horseback riding. An active recreation area will be constructed at an existing pond. Access from the corner of Chase Lane (off Route 33) and Tansy Avenue, and from Scamman Road (off High Street).

Principle # 5

Provide choices and safety in transportation to create livable, walkable communities that increase accessibility for people of all ages, whether on foot, bicycle or in motor vehicles

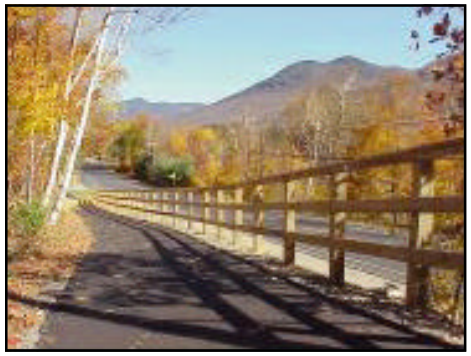
Case Study

Trails and Walkways

The 1991 Intermodal Surface Transportation Efficiency Act (ISTEA) designated 10 percent of all Surface Transportation Program funds for Transportation Enhancement Activities. This program encourages development of "livable communities" by funding projects that preserve the historic culture of the transportation system and/or enhance the operation of the system for its users. The 1998 Transportation Equity Act for the 21st Century (TEA-21) continued the Transportation Enhancement Program and expanded the eligible use of funds. Several New Hampshire communities - including Lincoln, Nashua, Portsmouth, and Wolfeboro - have completed projects that increase or enhance pedestrian and bicycle access and safety through TEA-21 funding. Transportation Enhancement proposals are sought every two years. The TEA-21 process is coordinated by the Regional Planning Commissions.

What Types of Projects are Eligible for TEA-21 Funds?

- Facilities for bicyclists and pedestrians
- Safety and educational activities for bicyclists and pedestrians
- Acquisition of scenic easements and scenic or historic sites
- Scenic or historic highway programs (including tourist and welcome centers)
- Landscaping and beautification
- Historic preservation
- Rehabilitation and operation of historic transportation buildings, structures, or facilities (including railroads and canals)
- Preservation of abandoned railway corridors (including conversion for bicycle and pedestrian paths)
- Control and removal of outdoor advertising
- Archaeological planning and research
- Environmental mitigation to address water pollution from highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity
- Transportation museums



Lincoln Multiple-Use Path

Lincoln constructed over 2.5 miles of sidewalk and multiple-use path along Route 112 using Transportation Enhancement money. The new trail connects the ski areas and surrounding developments to downtown, and allows residents and visitors to enjoy the area's scenic beauty while affording safety from roadway traffic.

Provide choices and safety in transportation to create livable, walkable communities that increase accessibility for people of all ages, whether on foot, bicycle or in motor vehicles

Principle # 5

Case Study

Trails and Walkways

Nashua Sidewalk Project

Completion of sidewalk connections along Manchester Street from the schools to surrounding neighborhoods improved safety for pedestrians of all ages. Projects like these help create healthier and more livable communities by enhancing mobility and security, and increasing opportunities for physical activity and social interaction.

Wolfeboro Multiple-Use Path

Nearly a mile of a multiple-use path constructed along NH Route 28 in scenic Wolfeboro allows access by foot, bicycle, and other means, to parts of town that were previously accessible only by automobile.

Rockingham Bicycle/Pedestrian Facility

The Rockingham Bicycle/Pedestrian Bridge and multi-use path provides a critical link between downtown Portsmouth and Pease International Tradeport, and also connect to Dover via the General Sullivan Bridge. The bridge spans the Spaulding Turnpike at the I-95 overpass. The project was partly funded with Transportation Enhancement money.

Principle # 5

Provide choices and safety in transportation to create livable, walkable communities that increase accessibility for people of all ages, whether on foot, bicycle or in motor vehicles

Principle #5 Examples

Portsmouth Transportation Center

The Portsmouth Transportation Center at Pease International Tradeport is located at I-95 Exit 3A from the North, or Exit 3 from the South, just off New Hampshire Route 33, and Route 16/Spaulding Turnpike. This location is convenient to the NH Seacoast and Lakes Regions, and southern coastal Maine. The terminal offers interstate bus service by C&J Trailways, plus local Seacoast Trolley and regional COAST (Cooperative Alliance for Seacoast Transportation) bus service.

The Portsmouth Transportation Center opened in 2000. The Center is also the largest of the state's 26 park-and-ride facilities, with over 975 parking spaces.

Bicycle paths connect to Dover and downtown Portsmouth. The facility includes bicycle racks, lockers, and payphones.

Principle #5 Examples

Passenger Rail Returns

Ridership has far exceeded expectations since Amtrak Downeaster passenger train began service in December 2001 with four daily round trips between Portland and Boston. Stops include Saco and Wells in Maine; Dover, Durham, and Exeter in New Hampshire; and Haverhill, Massachusetts. Dover's station is shown here.

The State of Maine began the effort to restore passenger service from Portland to Boston in 1989. Passenger service last ran on this line in 1965. The Federal Transit Administration provided a $38 million new start grant to rebuild rail line, crossings, and bridges, and develop passenger facilities. Durham, Dover, and Exeter received Congestion Mitigation and Air Quality and Transportation Enhancement funds to develop intermodal stations.

Dover Railroad Station

Dover's intermodal train station offers local bus and taxi services, and commuter parking. The downtown location is accessible by foot or bicycle. The federal government and City of Dover shared the $1.2 million cost of the station. A Great American Train Foundation grant helped offset some of Dover's 20 percent share. In December 2001, in the first two weeks of operation, 14,071 riders took the train. The station houses restrooms, public phones, and a police substation. Plans are underway for a visitor welcome center with vendor space. From Spaulding Turnpike take Exit 8E Silver Street to Locust Street (turn left at 2nd light), continue straight north cross Cocheco River bridge; proceed 1/8 mile, station is on left.

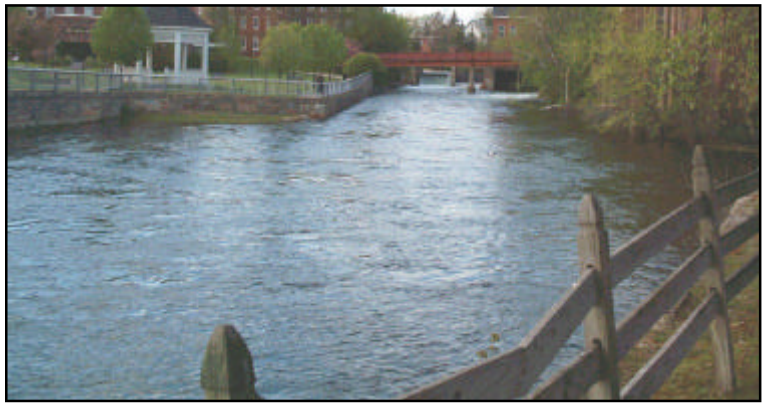
Principle # 5

Provide choices and safety in transportation to create livable, walkable communities that increase accessibility for people of all ages, whether on foot, bicycle or in motor vehicles

Principle #5 Examples

Pedestrian Covered Bridge, Dover

The pedestrian bridge built across the Cocheco River in downtown Dover in 1996 is reminiscent of the state's historic covered bridges. The former pipe bridge was adapted for pedestrian use as part of the downtown beautification project begun nearly 20 years ago and is part of the expanded Riverwalk among the old mills of Dover. The 155-foot prefabricated bridge was shipped to North Carolina and pressure treated, then returned to Dover, assembled on the shore, and floated into place. Look for Cocheco Falls Mill Courtyard on Central Avenue, directly across from First Street



Riverwalk, Laconia

The riverfront park and walkways in downtown Laconia provide pedestrian access to downtown shopping, city hall, and the textile museum. Strollers can enjoy concerts and other community activities in the park, or simply walking or jogging in the beautiful surroundings of the Lakes Region. Take Route 3 or Route 106 into the city center.

Restrooms on Main Street, Meredith

Provision of amenities that make walking a more enjoyable and welcoming experience encourages pedestrian activity. An often overlooked element is publicly accessible restrooms for the downtown area. Meredith's Main Street offers public restrooms as part of a package of pedestrian amenities. People are more likely to walk or shop longer if clean and convenient restrooms are provided.

Principle #5 Examples

In-town Pedestrian & Boating Area, Plymouth

Just one block from Main Street in the heart of downtown Plymouth, the Pemigewasset River boating access facility not only provides access for boaters, but also offers riverfront access to pedestrians and picnickers. This significant downtown asset is located next to the Plymouth District Court and directly behind the Plymouth Area Senior Citizens Center. It creates a scenic and calming setting for the adjoining municipal lot. Take I-93 north to Exit 25 and head west towards the village center, first left after bridge.

Transportation Terminal, Concord

This intermodal transportation center connects a variety of transportation systems in Concord. Easily accessed from I-93, Exit 13 onto Stickney Avenue, the unmanned terminal with parking offers short and long distance bus services and airport shuttles. Unique bicycle lockers at the Transportation Terminal allow cyclists to securely stow bicycles for the duration of a trip.

Principle # 5

Provide choices and safety in transportation to create livable, walkable communities that increase accessibility for people of all ages, whether on foot, bicycle or in motor vehicles

Principle #5 Examples

New Sidewalk at Palisades, Stowe Village, Vermont

Street trees, sidewalk, fence, and parallel parking along this new village street create a comfortable walking environment. This new development is just off South Main Street, about 1/5 mile south of the intersection of Main and Bridge Streets (Routes 100 and 108).

Neighborhood Sidewalk, Hanover

Neighborhood sidewalk laid out 40 years ago along Reservoir Road in Hanover still provides a safe place for people of all ages to walk, run and even jump rope. It connects a neighborhood of moderately dense single-family homes, an apartment complex, and elderly housing, to local schools and services. Police and fire stations, school administrative offices, and two large employers are also in the neighborhood. Part of a larger pedestrian network, the sidewalk connects to Main Street by way of Lyme Road.

Depot Street, Stowe, Vermont

Depot Street, in the heart of Vermont's Stowe Village, was extended approximately 1/2 mile in 1997 to provide an alternative access to Vermont Route 100 - the principal state highway serving Stowe. Initially providing access to a new assisted living facility for area seniors, the extended road has become the site of pedestrian-scale commercial, residential, and office development adjacent to the historic village center.

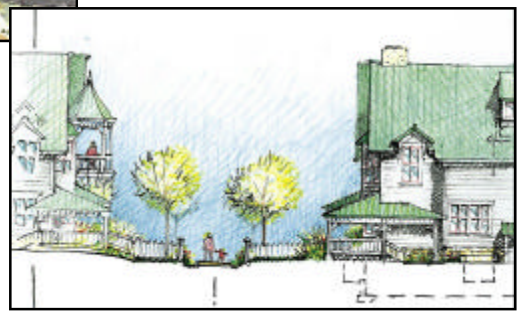
Provide choices and safety in transportation to create livable, walkable communities that increase accessibility for people of all ages, whether on foot, bicycle or in motor vehicles

Principle #5

Principle #5 Examples

Upper Valley Public Transportation

Advance Transit offers Upper Valley residents an easy way to get to work and shopping. Advance Transit has worked closely with area towns, Dartmouth College, and the Dartmouth-Hitchcock Medical Center to develop enhanced transportation options. Free service, free parking lot shuttles, and a computerized regional carpool system are helping to solve area transportation problems. Each Advance Transit bus can carry two bicycles on easy-to-use bicycle racks.



Village Green at Waterville Valley

In June 2002 the Waterville Valley Planning Board granted final approval for the first phase of Village Green at Waterville Valley. The comprehensive, pedestrian-oriented village will complement the mixed-use center in the heart of town. The project includes 84 single-family and duplex homes, a village green, and a meeting house on 11 acres. Automobile access and traffic is restricted to alleyways at the back of the homes, separate from pedestrian pathways. Residential units face pedestrian walkways and a multi-use path that connect to integrated pocket parks and adjacent uses. The multi-use path running through the center of the village will accommodate pedestrians, bikers, skiers, and the winter horse-drawn sleigh. The Waterville Valley Transit Authority is planning an aerial transportation system to connect the Village and Town Square to the ski area.

Principle # 6

Protect environmental quality by minimizing impacts from human activities and planning for and maintaining natural areas that contribute to the health and quality of life of communities and people in New Hampshire

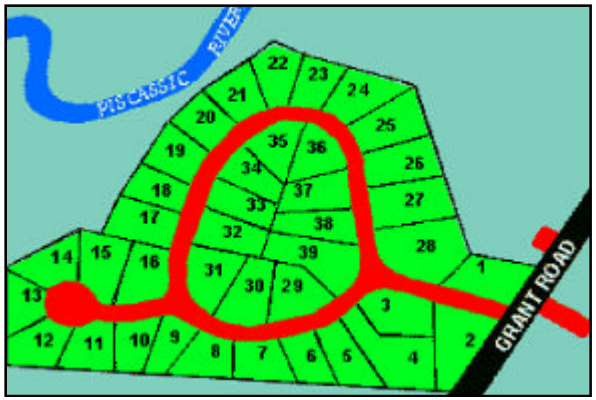
Case Study

Piscassic River Village, Newmarket

Clustered housing projects allow for smaller lot sizing, community water and sewer.
Open space surrounds the housing, providing habitat for wildlife and maintaining natural areas for passive recreation.

Piscassic River Village is a 39 home, open space cluster development located off Grant Road (off Route 152) in Newmarket. The two-bedroom homes (maximum floor space 1500 square feet) are on municipal water and sewer.

A conservation easement protects nearly 12 acres of the 27.5 acre project, including over 2,000 feet of Piscassic River shoreline. The preserved open space, much of it upland, lies primarily at the rear of the property along the river. The Piscassic corridor is important bird and wildlife habitat, and preserving the undisturbed buffer area between the River and the development further reduces the amount of run-off pollution from the development that will reach the River. The homeowners association maintains walking trails.



The Newmarket Open Space Design Ordinance

The purpose of the Open Space Design Ordinance is to encourage residential subdivision designs which allow creation of high quality, traditional neighborhoods while protecting important components of the natural landscape. This goal is achieved primarily through reduction in lot sizing with the balance of land placed into common open space. The purpose of the open space must include one or more of the following:

- Protection of prime agricultural lands
- Protection of wildlife habitat
- Protection of open space for aesthetics or passive use
- Preservation of unique natural or man-made features.

The open space required must be at least 1/3 of the gross parcel area. The open space should be a contiguous area of substantial size and should not simply be a thin strip surrounding the subdivision.The minimum required open space provided is five acres. Lot sizing is reduced by 50 percent in all districts where open space designs are allowed. Frontage requirements are reduced by a minimum of 50 percent. Setback reductions are also granted for open space design projects.

Case Study

Piscassic River Village, Newmarket

Reduced setbacks from the road and between units help create a traditional village environment. Sidewalks are provided throughout, and a closed roadway drainage system helps protect the nearby water resources.

Landscaping and fencing provide buffering between units. Selective cutting during construction left mature trees in the landscape. Underground utilities service the development.

One primary flaw of the Piscassic River Village development results from the town's roadway design regulations requiring 24-foot pavement widths. A narrower right-of-way and pavement width would bring homes closer to the road, reduce impervious coverage and accompanying runoff, and save more open space. Still, the protection of nearly 12 acres of open space exceeds the ordinance's required 9.75 acres. The project met the ordinance's goals of protecting natural resource while providing a passive recreational resource.

Principle # 6

Protect environmental quality by minimizing impacts from human activities and planning for and maintaining natural areas that contribute to the health and quality of life of communities and people in New Hampshire

Principle #6 Examples

Salt River, Stratham (1)

This 75-acre open space cluster residential condominium development was approved in 1979, one of the first in the Seacoast. The Rockingham County Conservation District holds the easement on the 45 conserved acres, mostly open land along the tidal Squamscott River and its salt marshes. The protected land buffers the River and salt marsh, providing environmental, passive recreational, and aesthetic benefits. Pathways from the common areas lead to the protected open land, and down to the shore of the River.

Salt River, Stratham (2)

Six buildings - each with six, two- bedroom units - are clustered in a wooded area. Separate entrances use a common walkway and parking lot. Each unit has a parking space behind the unit and one in garage buildings, plus additional overflow parking.

Salt River is serviced by a community water system and common septic systems. Take Depot Road from Route 33 in Stratham and then a left into Salt River.

Principle #6 Examples

Riverfront Pocket Park, Littleton

This park in front of the Littleton Area Senior Center and next to River Glen looks across the Ammonoosuc to downtown Littleton. Take I-93 Exit 41 onto Cottage Street, then left between Rocky's Video & New England Glass. Several pocket parks provide public access to the river in downtown Littleton. In summer the parks are popular with swimmers. A planned $1.2 million Riverwalk, funded with DOT Transportation Enhancement Funds, will link and enhance the pocket parks.

Rachel Marshall Outdoor Learning Lab, Keene

The Rachel Marshall Outdoor Learning Laboratory Project was designed in 1996 as a service-learning program that engages K-12 youth in the stewardship of public lands. Two thousand acres of city park land are used as outdoor learning labs. The first learning lab was a 2.5 acre wooded area of Ashuelot River Park. Students, teachers, and community leaders not only use public land for field-based study, they also maintain the sites for educational purposes while protecting its ecological integrity. Youth are involved in leadership and land management projects, such as developing an interpretative kiosk, studying a section of the Ashuelot River and its impact on land, habitat plantings, bird banding, and publishing place-based newspaper articles. Since 1996 over 3,250 students have completed over 10,000 student days of education. Partners in this effort are Antioch New England Institute's Center for Environmental Education, Friends of the Ashuelot River Park, Harris Center for Conservation Education, the City of Keene, and the Keene School District.

To reach the initial learning lab, take Route 9 to West Street and take a left towards downtown, passing over the river. Parking is available on the left by BlockBuster Video.

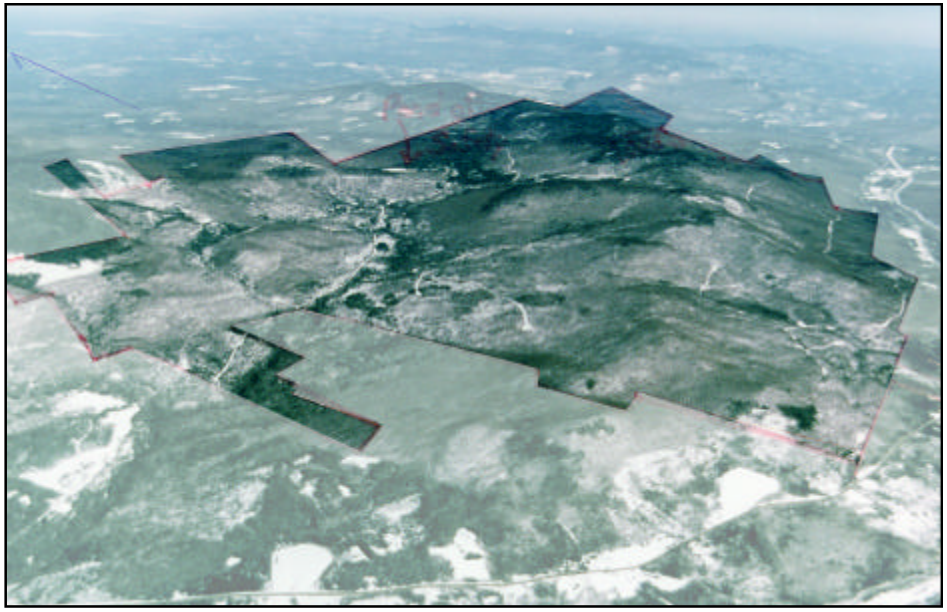
Principle # 6

Protect environmental quality by minimizing impacts from human activities and planning for and maintaining natural areas that contribute to the health and quality of life of communities and people in New Hampshire

Principle #6 Examples

Prescott Park, Portsmouth

Facing the harbor of the Piscataqua River and adjacent to Strawbery Banke, Prescott Park exemplifies the importance of urban green spaces. Donated to the city at the turn of the last century by sisters Josie and Sarah Prescott, this multipurpose Park provides space for a host of natural, cultural, and recreational activities. The Park features boat docks, garden paths, formal gardens with fountains, open-air theater, and the annual Prescott Park Arts Festival. New varieties of flowers are tested each summer in large demonstration gardens, created in cooperation with the University of New Hampshire, providing educational as well as aesthetic benefits.



Pond of Safety, Randolph

The Pond of Safety will continue to be a safe haven from development thanks to the USDA Forest Service Forest Legacy Program and the NH Land & Community Heritage Investment Program. Located in Randolph, the 10-acre pond is the source of the Upper Ammonoosuc River. The 10,192-acre Pond of Safety property is the only link of protected land between the largest unit of the White Mountain National Forest and the smaller Kilkenny unit. A State-held conservation easement acquired in December 2001 will keep the property privately owned and undeveloped. An adjacent 3,200-acre tract will become part of the White Mountain National Forest.

Involve the community in planning and implementation to ensure that development retains and enhances the sense of place, traditions, goals, and values of the local community

Principle #7

Case Study

Greenfield Charrette

In 1997 the Town of Greenfield applied for and was selected to participate in a Plan NH Community Design Charrette. The planning process emphasized the village center and the community's desire to focus efforts to preserve, strengthen, and enhance the village area of this community of 1,600 residents.

The Plan NH resource team engaged members of the community in discussions and visioning activities to identify critical issues and establish priorities. Primary areas identified through this process included:

- Creative re-use of the East Coast Steel site;
- Build a new elementary school;
- Upgrade and improve the existing elementary school as a Town Hall and Police Facility;
- Accommodate additional off-street parking in the village area;
- Emphasize pedestrian amenities;
- Develop affordable elderly housing;
- Expand and upgrade the existing Fire Station; and
- Widen and improve the village's main intersection.

The planning team met with residents to understand their ideas for the future and then helped translate that vision into concepts, words, and pictures.

A 2001 bond article funded improvements envisioned for the Town Green.

The Greenfield Senior Housing project identified as a priority need in the 1997 NH Community Design Charrette was built in 2001.

Principle # 7

Involve the community in planning and implementation to ensure that development retains and enhances the sense of place, traditions, goals, and values of the local community

Case Study

Greenfield Charrette

The plan to build a new elementary school and convert the old school building into a new Town Hall for Greenfield came out of the 1997 NH Community Design Charrette. Voters subsequently approved and funded both the new school and the conversion of the old school. Greenfield town offices have been moved into their new home, shown on the right.

Principle #7 Examples

Northern Forest Heritage Park, Berlin

The Northern Forest Heritage Park was developed through the dedicated efforts of many local volunteers and organizations in partnership with the City of Berlin and other agencies. The vision is to create a working environment celebrating the history of the Northern Forest and the multi-cultural heritage of the many immigrants who came to America at the turn of the century to work in the forests and the mills. Heritage Park is creating a new heritage-based model of grass roots community revitalization and development.

UNH Cooperative Extension – Community Profile

The Community Profile is a process that helps communities take stock of where they are today and develop an action plan for how they want to operate in the future. The two-day process is a self-evaluation tool that draws heavily on the collective wisdom of the participants and helps communities develop problem-solving abilities. Not only does the Profile provide a method for citizens to affirm community strengths, find collaborative approaches to meet challenges creatively and manage change, but it also enables communities to develop a plan of action and mobilize committees to address key community issues.

Involve the community in planning and implementation to ensure that development retains and enhances the sense of place, traditions, goals, and values of the local community

Principle #7

Principle #7 Examples

Concord 2020

In 1999 Mayor William Veroneau initiated the City's CONCORD 2020: A Plan for the 21st Century. The process aims to engage the community in creating a vision for Concord in the year 2020. Funded with a combination of federal, state, and local money, Concord 2020 enjoys broad support from state agencies, elected officials, staff, and the greater Concord business community.

Main Street, Goffstown

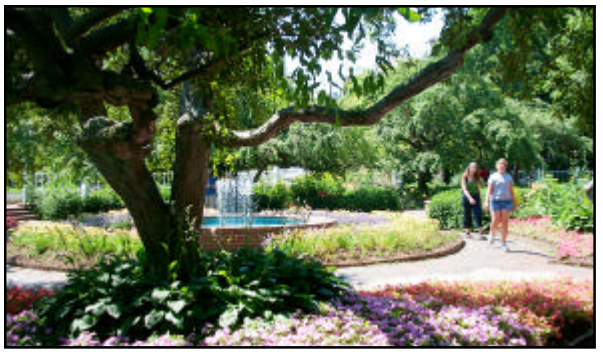
In 1999, the Goffstown Main Street Program selected Goffstown Common - which contained no flowers, one park bench with a trash can chained to it, and bare ground - as an improvement project.

Residents of all ages came together on Saturdays for three months in 1999 to revitalize the Common. Skilled landscapers provided training to novices so they could provide the volunteer labor necessary to make this project a success. Engraved bricks were sold to raise money for materials, and local restaurants provided food for the workers

The Common is now an inviting centerpiece of the town - home to plant sales, picnics, concerts, kids cooling off in the fountains, and community gatherings.

Prescott Park, Portsmouth

Many individuals and groups are involved with planning, planting, and maintaining the many garden displays in Portsmouth's Prescott Park.



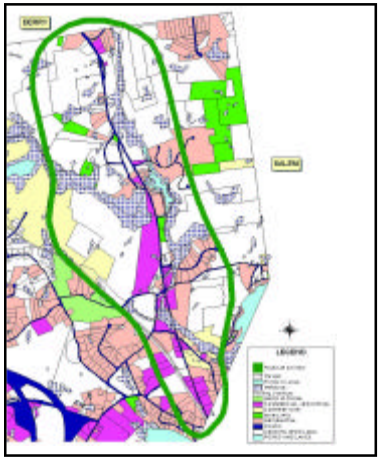
Principle # 7

Involve the community in planning and implementation to ensure that development retains and enhances the sense of place, traditions, goals, and values of the local community

Principle #7 Examples

Charrette, West Ossipee

In January 2002 more than 100 citizens and other stakeholders participated in a three-day series of workshops, called a charrette, to craft a 20-year vision for the development and revitalization of West Ossipee. The vision created at the charrette sees the village evolving into a more compact rural village, a distinct town center with associated retail, commercial, residential, and recreational uses. The community is now pursuing a series of transportation improvements at the core of this vision.



Route 28 Corridor Plan, Windham

The community of Windham identified the NH Route 28 Corridor, largely undeveloped, but under a great deal of pressure, as a high priority. In an effort to save the area from sprawl, the community created a corridor plan that anticipates the development of this important transportation corridor.

Master Plan, Nashua

The Nashua 2000 Master Plan process provides a model for developing a comprehensive community document with strong citizen investment that will promote smart growth of the community. Public meetings and visioning sessions were held throughout the process, and a brochure highlighting the process and final product was distributed. The document is online at www.gonashua.com.

Manage growth locally in the New Hampshire tradition, but work with neighboring towns to achieve common goals and more effectively address common problems

Principle # 8

Case Study

Lakes Business Park, Laconia and Gilford

The Lakes Business Park grew from a collaborative plan between the City of Laconia and the Town of Gilford for development of industrial land that is located in both communities.

Negotiation of mutually acceptable terms and conditions by representatives of the two communities, and then securing the required local votes of support and approval, took several years.

The Lakes Business Park site is located on 113 acres of undeveloped property located near the Route 3 / 11 Bypass. Economic studies commissioned by the municipalities indicated a shortage of quality commercial lots served by water and sewer. Approximately 53 acres of the site is subdivided into 18 lots, varying in size from 2.5 acres to 4.5 acres. One mile of new roadway bisects the site. The project included boundary and topographic survey, wetland delineation, conceptual designs, preliminary design, final design, permitting, and bid phase services.

Public participation was the key to the success of the project. Adjoining neighborhoods and landowners were invited to participate in the early, conceptual planning of the project. Two neighborhood meetings served as an opportunity for neighboring residents to review and comment on alternative layouts of the proposed Park. In anticipation of traffic concerns, a separate neighborhood traffic study was initiated to project the impacts on nearby residential streets and provide recommendations for traffic calming techniques. Neighboring residents were also invited to participate in a non-voting presentation and discussion with the Gilford Planning Board.

Extensive wetlands at the site required local Conservation Commission review and wetland and site specific permits from the NH Department of Environmental Services. The project was planned and designed to preserve as much of the wetlands as possible. Almost 60 acres of land will remain undeveloped and provide open space and buffer around the Park.

Principle # 8

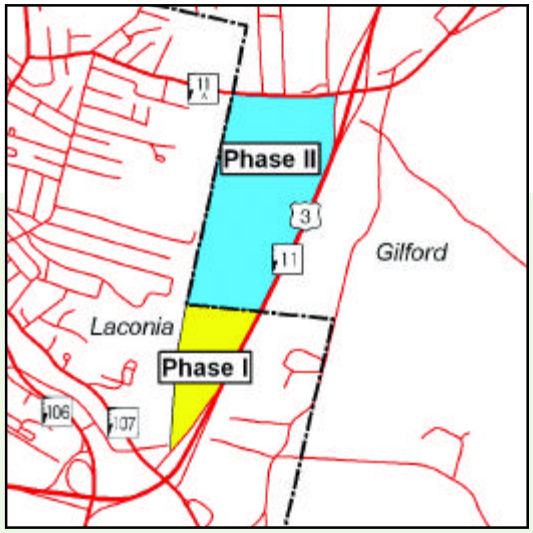
Manage growth locally in the New Hampshire tradition, but work with neighboring towns to achieve common goals and more effectively address common problems

Case Study

Lakes Business Park, Laconia and Gilford

Freudenberg Site

Stamping Technology



The plan envisions development of 54 acres of the 113 acre Park total. The balance of the property will remain undeveloped, avoiding encroachment on wetlands or steep slopes and serving as a buffer to the adjacent neighborhoods.

The concerns of the adjacent neighborhoods, especially the traffic concerns of the Bedford/Ridgewood Avenue neighborhood, were given high priority throughout the planning process. Traffic studies were conducted of Gilford Avenue and its feeder streets, and of the Bedford/Ridgewood Avenue neighborhood. Traffic changes are expected to be gradual since planners project an average of one lot a year will be sold and developed. This will allow for close monitoring and response to traffic changes. Various traffic calming measures can be implemented as needed. Any proposed traffic pattern changes would be explored in meetings with neighborhood residents. At least one resident of the Bedford/Ridgewood neighborhood will serve on the Joint Board that will oversee the development of the Business Park.

A shared bond will fund construction of a road and a detached 5 foot sidewalk that will parallel the road, plus sewer, water, and gas lines. A path for passive recreation will encircle the property.

A 20 year economic analysis of the project predicts the Business Park will generate significant benefits for both communities at build-out, including:

- 700 jobs within the Park, supporting an additional 350 jobs in retail and service industries outside the Park;
- $23 million in direct annual wages supporting $8 million in indirect wages;
- $28 million in assessed value;
- $1.2 million in municipal service cost payments to the town during the 20 year analysis period; and
- $30 million in construction contracts over the life of the development.

Manage growth locally in the New Hampshire tradition, but work with neighboring towns to achieve common goals and more effectively address common problems

Principle #8

Case Study

Lakes Business Park, Laconia and Gilford

An inter-municipal agreement approved in 2001 between the City and Town outlines the rights and responsibilities of both communities. In accordance with the agreement, Laconia municipal water has been brought to the Gilford town line to serve the Gilford area of the park. Water will now be available, in a water franchise area, to a number of businesses in the outlying area of the airport, specifically along Lily Pond Road and Gilford East Drive.

The agreement also stipulates how revenue will be shared. Generally proceeds from the sale of lots are to be split according to ownership interest, 82 percent to Laconia, 18 percent to Gilford. The first 15 percent of property tax revenue (or a minimum of $25,000) and the cost of any Business Park use of Gilford's solid waste disposal are earmarked for Gilford. Property tax revenue beyond that is divided 50/50 between Gilford and Laconia.

Principle #8 Examples

Route 2 Corridor Study

The State of New Hampshire allocated funds to study U.S. Route 2 in New Hampshire as an extension of the Northern New England Border Corridor Project. A partnership of state agencies, regional organizations, and members of the corridor communities conducted the study. The goal was a plan that would preserve capacity and improve safety along this important commercial corridor, while integrating it into the communities of Shelburne, Gorham, Randolph, Jefferson, and Lancaster through which it passes. The state and regional partners are now part of a multi-agency team helping to implement the plan.

Principle # 8

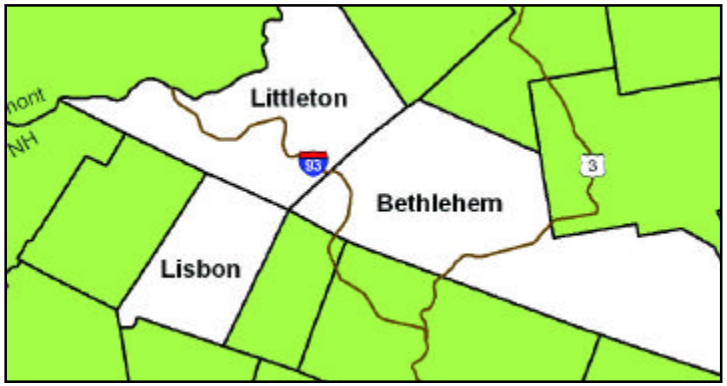
Manage growth locally in the New Hampshire tradition, but work with neighboring towns to achieve common goals and more effectively address common problems

Principle #8 Examples

Farmers Market, Exeter

Exeter Farmers Market runs every Thursday, June through October, in downtown Exeter. Both buyers and sellers come from surrounding communities such as Stratham, Kensington, Newfields, Brentwood, Epping, Raymond, and Kingston.

The Market is held in Swasey Parkway, along the river in the downtown business district. Pedestrian shoppers are the primary target. Farmers markets provide opportunities for area farmers to sell fresh products directly to customers. Collective participation from farmers around the region fills consumer demand for a variety of products at a central location. The festive atmosphere of market day brings added interest to the downtown.



Industrial Park, Littleton, Lisbon, and Bethlehem

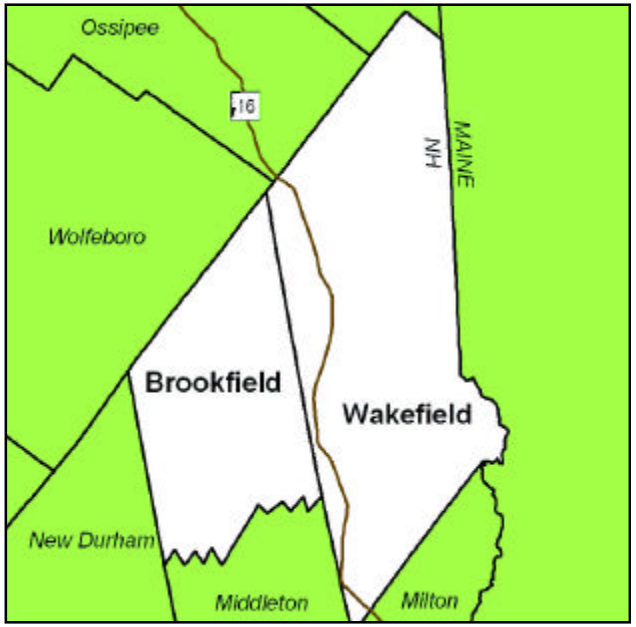
Littleton, Lisbon, and Bethlehem have formed an alliance to expand industrial and office employment. With limited room for expansion at the Littleton Industrial Park, Littleton initiated discussion with Lisbon about extending the Industrial Park across the town line into Lisbon.

Expanded road, water, sewer, and electrical infrastructure ends at the town line. With expansion of Littleton's services into Lisbon, Lisbon will gain potential industrial expansion without the prohibitive cost of extending their own infrastructure several miles from the center of Lisbon. During this same time, Littleton and Bethlehem had been considering a partnership to develop a parcel of land in Bethlehem that would be served by infrastructure from Littleton. All three towns decided to join together to pool their resources, skills, and expertise. In 2000 a feasibility study funded by the Economic Development Authority identified development capacity in both locations. In 2002 the town meetings approved an inter-municipal agreement to develop the Park areas together, and to equally share in any gains in property tax revenue, regardless of where development occurs within the Park. Construction is anticipated to begin in 2003 or 2004.

Principle #8 Examples

Cross-border Shared Wastewater Treatment, Salem

As a member of the Greater Lawrence Sanitary District, the Town of Salem has access to wastewater treatment capacity greater than it could have afforded locally, while benefiting from the economies of sharing capital and operating expenses with four other communities.



Shared Municipal Services, Wakefield and Brookfield

The Towns of Wakefield and Brookfield have formed a long-term relationship to share police, fire, and solid waste disposal facilities and services. Public safety service delivery is 'blind' to municipal boundaries. Response to all calls is based on strict emergency response standards, regardless of community location. Brookfield residents use the transfer station in Wakefield as their own. A cost-sharing formula allocates operating and capital expenses based upon use, population, and assessed valuation.

Achieving Smart Growth in New Hampshire

Three Pilot Communities Consider Smart Growth Options

Towns within the corridor affected by the planned expansion of Interstate 93 were invited to apply to participate in a community Smart Growth planning process, including evaluation of their development policies and regulations in relation to principles and examples of Smart Growth. The three communities selected - Pembroke, Derry, and Chester, - were already engaged in participatory planning efforts, and represent the diversity of municipalities in the I-93 corridor. Residents were invited by the local planning boards to participate in two public meetings to explore what they value about their towns, their visions for the future, and to consider possible ways to preserve the features and character they cherish, and implement their visions and goals for future development.

Planning Decisions, Inc. (PDI) facilitated the meetings and analyzed each pilot community's master plan, zoning ordinance, subdivision regulations, and site plan review regulations. The local planning and implementation tools were reviewed for consistency with community vision and goals, and the ***Principles of Smart Growth for New Hampshire*** as they related to each town's vision and goals. Using build-out analyses, PDI demonstrated to the towns the outcomes of their existing policies and regulations.

Smart Growth will not result from re-writing zoning ordinances alone. Smart Growth requires creative interaction of citizens, developers, and community officials. The primary stimulus to this creativity is imagination. Thinking of development only in terms of current policy and familiar projects will lead to little or no change. On the other hand, if people are willing to think about and discuss new ideas and decide which ones fit with the essential values and qualities that define their town, they can adjust the rules to fit the good ideas.

In its analyses and suggestions to the three pilot communities, PDI aimed to stimulate the imaginations of citizens as they undertake the challenge of charting their towns' futures. The purpose was not to say, "This is what you should do," but rather, "Think about this." Lack of familiarity with the range of possibilities presents a barrier to finding new solutions for the many highly committed and energetic citizens who are wrestling with the issues posed by growth and development. The following suggestions are offered to broaden citizens' vision of the range of possibilities, to provide food for thought to communities committed to dealing with the issues that will shape our future.

New Hampshire's impact fee law only permits municipalities to charge developers impact fees for increased capital costs generated by new development. PDI suggested that state legislation be amended to permit inclusion of increased operational costs, as well as capital costs of new development in impact fees charged to developers.

PEMBROKE

In small group sessions Pembroke citizens were remarkably unified on what they value most about their town. Residents take great pride in Pembroke's small-town community spirit and friendliness. They also hold dear the character of its small town/historic built environment and its undeveloped lands, especially its three rivers, ponds, and agricultural lands.

Located south and east of Concord, Pembroke through the 1980s experienced population growth of 35 percent, with a 40 percent increase in housing stock. Through the 1990s Pembroke grew at a slower 5 percent pace to 6,897 residents by 2000. Because households with children under 18 increased at only half the rate of growth of all households, school enrollment has remained quite stable. However, municipal expenditures jumped repeatedly. If new housing attracts more families with children, enrollment will climb.

The qualities most valued by today's citizen - friendly people, small town atmosphere, historic design, open spaces, and convenient location - are sure to draw more people to Pembroke in the future. The I-93 Expansion 2020 study panel predicted the combined impacts of ongoing growth and growth brought by the widening of I-93 will

result in more changes for Pembroke in the next two decades: population growth of nearly 40 percent to about 9,600 people; housing stock growth of 50 percent to over 4,200 units; and more than doubled in-town employment to over 3,000 people.

Smart Growth Suggestions

Retaining the qualities and features treasured by its citizens while accommodating this growth is the challenge for Pembroke. PDI's report to the Pembroke Planning Board details how town policies and regulations promote or contradict Smart Growth principles, and how they further, or do not further, the residents' vision and goals.

- Although parts of Pembroke's Master Plan and ordinances address concepts of Smart Growth at least indirectly, overall the town's zoning and development ordinances encourage the conventional suburban development that is consuming so much open space in New Hampshire.

- Two Master Plan goals are consistent with Smart Growth: "preservation and protection" of lands "inappropriate…for development,"; and location of "new retail activities…in Suncook Village." But the goal of encouraging "a lower density of development in those areas remote from town services" - intended to complement the goals of concentrating development in Suncook Village and protecting open space - has instead produced suburban sprawl.

- The two-acre minimum lot size of the R-3 zone, covering the vast majority of the town, causes suburban residential development to compete directly with open space and working agriculture and forestry. The state's traditional rural industries cannot compete with the demand for housing in the free-market for land because our economic system does not compensate those traditional rural industries for their contributions to the quality of life for all. Allowing a residence on any buildable two acres, in effect, allows construction of residences on all buildable two-acre lots in the R-3 zone. This outcome clearly contradicts other Master Plan goals, and the desires of the community meeting participants.

To foster Smart Growth, Pembroke's ordinances need to refer explicitly to the ***Principles of Smart Growth for New Hampshire,*** and to the goals and values articulated by Pembroke citizens. Unchecked over time, the demand for suburban housing in the Pembroke area will consume much of the town's developable land into the two-acre lots permitted under the current R-3 zoning requirements. Revitalizing Suncook Village, establishing a mixed-use Pembroke Street village, and selecting an area for a new village that would concentrate most rural development, while preserving open space, would help prevent or at least slow this trend.

A new rural village would require a transfer of development rights article in the zoning ordinance similar to the town's cluster ordinance, but with several major differences. The article would allow the Planning Board to consider rural village proposals without specific zone, or lot and frontage requirements, and with a variety of lot sizes and limited non-residential activities. Developers would be required to pay into an Open Space Conservation Fund the difference between the land cost required under two-acre per lot zoning and that required under the approved village plan. Community water/waste systems would be built to town specifications for a village development. Rural village development clusters should be allowed to allocate the dollar value of their open space requirement to the Town Open Space Preservation Fund, and owners of units should not be required to join a cluster-specific owners association.

Pembroke's current regulations do nothing to protect two large tracts in the range road area from development, as proposed in the Master Plan and strongly supported by the community meeting participants. PDI suggests creating an open space preservation overlay zone to include these two areas, the area bordering the river corridors, and greenways connecting these high-priority areas. The Town should dedicate all funds received from developers who are allowed lot sizes below current standards to purchasing land or development rights in this overlay zone. An Open Space Preservation subcommittee of the Planning Board should be established to encourage private land trusts and others to help protect land in these tracts. This zone

should require 10 or 20-acre minimum lot size, with individual access to town roads required for all lots to prevent development of new town roads. A Rivers Corridor Overlay District could be created with more stringent storm runoff controls for development, and other measures necessary to protect the water quality highly valued by residents. Care must be taken not to further restrict farming and forestry activities.

DERRY

Derry's population nearly quintupled from under 7,000 residents and a rank as 17th largest community in the state in 1960, to more than 34,000 people and fourth-largest community in 2000. Derry's growth was meteoric from the 1970s through the early 1990s: population and housing stock tripled; much of Derry's agricultural land and open space was carved up for residential development; schools and roads became increasingly crowded; and the tax rate soared to one of the highest in New Hampshire. Residents want to protect the farms and contiguous open lands that are left. They value Old Derry Village near Pinkerton Academy, and have invested in the downtown areas.

The bank failures and recession of the early 1990s, along with a series of growth management initiatives taken by the town through the decade, have slowed growth. Rate of housing growth, for example, slowed from 68 percent in the 1980s to just 10.5 percent in the 1990s. School enrollments leveled off, but have not declined, probably due to the overwhelming predominance of single-family home construction. Even in the slower-growth 1990s, Derry's growth in households with children under 18 was 50 percent higher than the state average, and triple the national average. In the state and the nation as a whole, over 20 percent of all households include individuals aged 65 and older, but in Derry, this age group accounts for just over 12 percent of all households.

While slower growth in the 1990s enabled Derry to catch its breath, rewrite its Master Plan, etc., development is expected to accelerate again. With its growth management ordinance due to expire in spring 2002, Derry still had about 8,000 acres of developable land that could accommodate about 4,000 new housing units under existing zoning regulations. The widening of I-93 and construction of the new Exit 4A will likely increase demand for housing to 5,000-7,000 additional units. The I-93 Expansion 2020 study panel predicted that with the widening of I-93, Derry's population will grow another 40 percent to 47,672 by 2020.

Smart Growth Suggestions

PDI recommended Derry review its zoning and other growth management ordinances not only for the number of new units to be developed, but also for their type, location, and how best to integrate new development with the other qualities and activities of the Town described in the Master Plan Update. PDI reviewed Derry's Master Plan Update, Zoning Ordinance, and Land Development Control Regulations. Probably at least partly due to Derry's experience and efforts to manage growth, many of these documents' goals are consistent with the principles of Smart Growth. The Master Plan Update calls for development regulation that "concentrates development in the Downtown…avoiding the tendency toward suburban sprawl;" preserves "open space, recreation and agriculture;" protects "Derry's natural, cultural and historic resources;" improves "public communication in Derry, particularly with respect to land use issues;" and involves "at least one workshop a year with neighboring communities on issues of mutual concern."

- Nevertheless, Derry's zoning regulations contradict several principles of Smart Growth. For example, despite strong emphasis on concentrating development and enhancing quality of life in downtown areas, the Medium-High Residential District requires minimum lot sizes (10,000 square foot for lots on municipal water and sewer and one acre for lots on community water systems) that prohibit the more densely populated traditional neighborhoods favored by Smart Growth.

- Derry's Office Business District and Neighborhood Commercial District are parts of the Smart Growth concept of a mixed-use village cen-

ter in a more rural area of town. Derry could use the best principles of Smart Growth to solve several of its most pressing growth problems by combining these concepts, selecting a target area (perhaps the southeast corner of town suggested in the Master Plan for new commercial development), and trading higher density in this new 'rural village' for much lower densities in a selected high-priority open space area. Also, the only reference to protecting the environment in the town's development ordinances is a general statement about protecting Derry's "natural resources."

Suggestions for a Smart Growth Future for Derry:

- Encourage continued revitalization of the Downtown.
- Create a mixed-use, Smart Growth development near the new Exit 4A
- Create a traditional New England village in a rural area.
- Create an open space preservation overlay zone.
- General Zoning Changes as identified below:

Amend zoning ordinance section 103, subdivision regulations section 203, and site plan regulations section 303 to reflect the concepts of Smart Growth. Now almost entirely oriented to the dangers of overcrowding and fears of squalid tenements, this section calls for the ordinance to "lessen congestion," "prevent overcrowding," and "avoid undue concentration of population." Concerns for loss of open space, environmental degradation, loss of community interaction, and increasing tax costs of supplying services across a wide suburban landscape should be given equal voice in the purpose of the zoning ordinance.

CHESTER

Residents at the Chester Smart Growth meetings expressed their attachment to many aspects of the town's rural character - the presence of open space, birds, and stars, and the absence of "looking in neighbors' windows," traffic lights, or much commercial development. They also expressed appreciation of Chester's history and character as a New England town, its historic buildings, and community design. Chester also rated highly as a safe and friendly community, "a good place to raise kids."

Residents of Chester value the rural character of their town and define it in terms of both the historic character and design of the buildings, cemeteries, and stone walls along Chester Street and the open fields and woods that surround this and other roads through town. The variety of natural places and landscape features cited as favorites reflects the town's efforts to protect the interior wooded lands with their ponds and streams, the Exeter River watershed area, and the farm buildings and fields that contribute to the community's prized rural character.

In the last 30 years Chester's population has nearly tripled, from 1,382 in 1970 to 3,792 in 2000. Over the same period, Chester's housing stock - and the land it has consumed - has increased even more rapidly. This pattern of growth highlights the dilemma facing Chester: the rural character of the town's environment most valued by Chester residents also attracts new residents, which consumes more of the rural space for residential development.

Between 1990 and 2000, Chester's population growth differed from the state and national patterns in two important ways: (1) The number of households in Chester increased at a much greater rate than either New Hampshire or the U.S. rate (nearly 41 percent vs. about 15 percent; and (2) The number of households with children under 18 increased even more rapidly than did households as a whole (nearly 53 percent vs. 8.5 percent for the state and 4.5 percent for the U.S. as a whole). Families with young children seeking single-family homes have led growth in Chester, where households with children under 18 constituted nearly 48 percent of all households. By comparison, statewide and national-

ly, only about 33 percentof households had children under 18. Just 14 percent of Chester households included individuals 65 and older, compared to a little over 20 percent for New Hampshire and the U.S. as a whole.

The link between the types of housing built and population composition is the key to Chester's ability to preserve its special qualities and places while accommodating future growth. Assuming that Chester moves somewhat closer to the state and national averages in demographic structure, but still maintains an above-average proportion of families with children under 18, PDI estimated the projected 2020 population of about 6,400 will require an additional 1,500 housing units. The type and location of those units will be related to the types of households living in or moving to Chester.

Smart Growth Suggestions

The central problem for Chester citizens and planners is that the policies designed to achieve the goals in the Master Plan and development ordinances directly contradict those goals. The overall goal of the Master Plan is to "preserve and protect the …rural and historic character and scenic beauty of the Town of Chester…." The goals in the Zoning Ordinance preamble call for "a dispersed …semi-rural/agricultural residential community" and "a good balance of farms, residential units, parks and conservation areas."

However, the Master Plan envisions low-density residential development along all major roads in town, and the Zoning Ordinance cites the goal "to maintain such a lack of density and concentration of housing that a town water system and/or sewerage system will never be required." To achieve these goals, the Zoning Ordinance imposes a 2-acre minimum lot size for all residential development.

- This policy has not stopped the tide of suburban residential development engulfing the town. It may have prevented a municipal water/sewer system, but it has not prevented increased demand for other municipal services and consequent property tax rate increases, nor has it prevented loss of open space. The reason for this failure is that the two-acre minimum lot size requirement of the R-1 zone, that covers the vast majority of the town, puts open space and working agriculture and forestry in direct competition with suburban residential development. Setting density and use requirements for a zone implies that development of all useable land in that zone to those standards is acceptable, or even desirable.

- To say a residence may be put on any buildable two acres in a zone is tantamount to saying the ordinance envisions construction of residences on all buildable two acres in that zone. Clearly such an outcome contradicts both the "good balance" goal of the Master Plan and the desires of citizens at the Smart Growth meetings.

- Despite several Master Plan references to concepts consistent with Smart Growth, Chester's zoning and development ordinances encourage the conventional suburban development that is consuming so much open space in New Hampshire. As one participant in the second community meeting noted, simply allowing a free market for land does not "force" or even "encourage" residential development. However, since our economic system does not compensate New Hampshire's traditional rural industries for their contributions to the environment and quality of life enjoyed by all, agricultural and forestry products and land use cannot compete with the demand for land for housing in this region.

- PDI's assessment is that Chester's ordinances do more to foster sprawl than Smart Growth. Chester wants both low density residential development and preservation of its rural character. That may have been possible 50 years ago, but given the town's proximity to Boston, and the potential widening of I-93, it is no longer an option. The choice for Chester is not between low density and concentration, but between suburbanization and rural character.

- Concentrated residential development can be consistent with preservation of rural character. Based on the opinions expressed by residents at the Smart Growth meetings, preserving rural character in Chester means two things: keeping the historic appearance of Chester Street, and preserving certain high priority undeveloped areas and natural features. A single R-1 zone that treats every acre within it as being of equal value cannot accomplish these goals. PDI therefore suggests that Chester

adopt three zones:

- *A Chester Street Historic Preservation Overlay Zone;*
- *An Open Space Preservation Overlay Zone; and*
- *One or more Rural Village Zones for creation of one or two traditional New England villages.*

General Zoning Changes:

Amend the Master Plan and the Zoning Ordinance preamble to incorporate concepts of Smart Growth. The current focus on preventing concentration reflects a desire to maintain Chester's rural character by allowing only low-density development along major roads. This policy leads to loss of open space, environmental degradation, loss of community interaction, and rising costs for supplying services across a wide suburban landscape.

Many Tools Available for Smart Growth

This brief summary of recommendations offers just a sampling of the available tools that might be useful for these three towns. This report for New Hampshire includes many other regulatory and non-regulatory techniques to promote smart growth. Numerous options are available to communities for subdivision standards, design and siting standards, and measures to direct and allocate amenities such as park space and sewer and water service to create more livable communities that make wiser use of land and other resources.

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Some cover photos and photos on page 69, courtesy of Dan Burden, Walkable Communities.

Additional Resources

The NH Office of State Planning can also be found on the internet at www.state.nh.us/osp/. This internet resource provides links to model ordinances and related information, a planning listserv, and will soon include a new section featuring the Achieving Smart Growth in New Hampshire. This section of the website will offer a location to download all of the work products generated by the project, and will feature additional smart growth examples from throughout New Hampshire. We are hoping these efforts will keep the project current and useful for everyone.

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What Can Citizens Do?

Ready to take action in your community to prevent or curb sprawl? Want to keep and enhance your town's character and most valued attributes - while ensuring future development and growth results in livable neighborhoods, healthy natural resources and green spaces, and vital centers of community life and business? Remember that smarter growth will result when all involved- developers, landowners, local boards and officials, and neighbors and citizens - take a constructive approach, respectful of each others' concerns and the long-term interests of the community. Start with these steps to chart a course for smarter development in your town or city.

1) Become active in local government to help make positive choices for development.

2) Conduct a visual assessment of what's in your town or city.

3) Consider as a community and articulate the vision and goals for the town's future.

4) Review the town's policies and regulations to see if they are consistent with the vision and goals.

5) Seek and consider alternatives or changes to policies and goals as needed, so that they will bring about the desired outcomes.

6) Educate members of the community about the reasons for the recommended policy and regulatory changes, and effect the required changes.

7) Collaborate as a community to work with residents, planners, developers, businesses, and community officials for more desirable development results.

8) Find ways to combine development with preservation of open space lands and cultural resources.

9) Cooperate with neighboring communities on issues and developments of common interest and shared impact.

The Essential New Hampshire: Citizen Responsibility and the Living Landscape

People are attracted to New Hampshire by the opportunity to be independent - only to discover that independence requires a community effort, reported the Governor's Commission on the 21st Century in 1991. This "New Hampshire paradox" underlies 'the New Hampshire way' - local control demands local responsibility, people working together. Growth requires us to come together within our communities, and across communities within a region, to take responsibility for our future. "As New Hampshire grows," concluded the Commission on the 21st Century, "our sense of mutual dependence must become as strong as our independence, or we will lose both." In the Commission's community planning initiatives and public forums throughout the state, citizens voiced strong beliefs in citizen responsibility, and attachments to the living landscape.